

KENYON V. PAINTER

THE FARE BOX

A Monthly News-Letter for



Transportation Token Collectors

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VOLUME 21, NUMBER 1

JANUARY, 1967

OUR 235th ISSUE

The 3 constitutional amendments recently voted upon by the membership were all ratified overwhelmingly. The vote was: #1 (Life membership only for persons) 318 Yes, 15 No. #2 (right to vote limited to persons) 310 Yes, 25 No. #3 (to make the Editor a member of the Executive Board) 316 Yes, 17 No.

A number of you have still to pay your 1967 A.V.A. membership dues of \$4.00. It is still the biggest bargain in numismatics, and we want every one of you to be with us during 1967. We need your support to promote a greater hobby, and we believe you will find that membership in the A.V.A. will be one of the most rewarding investments you will make. So why not send that \$4 today to our Treasurer, Toby Frisbee, at P.O. Box 19082, Westwood Station - Denver, Colo. 80219.

The sterling silver lapel pins have arrived, and will be mailed out before Feb. 10. There are still a few available, only \$2.75, members only. We have also arranged for a special striking of solid 14 carat Gold lapel pins, which will be sold only to Life Members, and only one per person. The price will be \$17.25 apiece post-paid & insured. This is the only time these solid gold lapel pins will be offered; we shall only strike enough to cover actual orders. So if you are a Life Member, and want to show your colors, order one of these gold lapel pins (exactly like the silver ones but made of gold) now. Deadline for receipt of orders, February 20. Order gold pins directly from the Editor (and send check made out to "John M. Coffee, Jr.") Silver pins should be ordered from the Secretary, Don Mazeau - Box 31 - Clinton, Conn. 06413. Remember, this is the only time the gold pins (with screw back, for button hole) will ever be offered, so it's now or never.

I've been asked when members should send in ads. Do not send in ads for an issue of The Fare Box until the previous one has been received. That is, as soon as you receive one issue, send them in for the next issue to be sure of getting them in. We handle one issue at a time, so if you haven't received the February issue, don't send in an ad for the March issue, as sometimes we may end up printing two ads for you in the same issue, and that we don't like to do!

The Index to Volume 20 will, we hope, be mailed out with your February Fare Box. Until then, happy collecting! (Written Thursday, February 2 at 3:00 A.M.)



= APPLICATIONS FOR MEMBERSHIP =

- 923 JOSEPH V. PERNICANO - 58 SONIA LANE - BROOMALL, PENNSYLVANIA 19008
Age 40; Electrical Engineer. Collects U.S. (Rider)
- 924 DALE L. KNAGGS - 481 WOODLAND AVENUE - AKRON, OHIO 44302
Age 40; Machine Operator. Collects U.S. & Canada. (Schieber)
- 925 C. WILSON NORWOOD - BOX 48 - WHIPPANY, NEW JERSEY 07981
Age 60; Electrical Engineer. Collects U.S. (Mazeau)
- 926 ARLIN CARL SMITH - 11001 AVENUE J - CHICAGO, ILLINOIS 60617
Age 46; Marine Engineer. Collects U.S. & Parking. (McKelvey)
- 927 MRS. B.E. MORGAN - 907 LONGVIEW ROAD - MONTICELLO, ILLINOIS 61856
Age 59; Assistant Curator. Collects U.S. (Vachetta)
- 928 GEORGE J. HURST - 601 GENEVA AVENUE - TOLEDO, OHIO 43609
Age 36; Locomotive Engineer. Collects U.S. (Carman)
- 929 RICHARD E. CURTISS, JR. - 168 FIRETOWN ROAD - SIMSBURY, CONNECTICUT 06070
Age 34; Telephone Lineman. Collects U.S. (Mazeau)
- 930 E.S. JACOB - 256 NORWOOD AVENUE, APT. 1 - DEAL, NEW JERSEY 07723
Age 35; Electrical Engineer. Collects U.S. & Parking. (Mazeau)
- 931 LAZEAR ISRAEL - 936 SOUTH GENESEE AVENUE - LOS ANGELES, CALIFORNIA 90036
Age 38; Business Research. Collects U.S. (Coffee)
- 932 JOHN LITCHENBERG - BOX 285 - CLAREMORE, OKLAHOMA 74017
Age 49; Contractor. Collects U.S. (Mary Allen)
- 933 GENEVA M. IRWIN - 14315 CHANDLER - VAN NUYS, CALIFORNIA 91401
Age 57; Coin Dealer. Collects U.S. & Parking. (Rider)
- 934 RAY MANVILLE - BOX 301 - EAST HAVEN, CONNECTICUT 06512
Age 43; Systems Analyst. (Mazeau)

RESIGNATION FROM MEMBERSHIP

862J C.E. Jensen - 6 Grandview Avenue - Mt. Vernon, New York 10553

CHANGE OF ADDRESS

G.A. Benadom - 139-F North Belmont - Glendale, California 91206
 Morris Bram - 90 West Broadway - New York, N.Y. 10007
 Maurice M. Gould - P.O. Box 2407 - Sepulveda, California 91343
 Leslie R. Hawthorne - c/o 334 Vine Street - Glendale, California 91204
 Sam L. James - 713 Georges Lane - Ardmore, Pennsylvania 19003
 Andrew Morgan - P.O. Box 444 - Stamford, Texas 79553
 Foster B. Pollack - 1841 Broadway, Room 701 - New York, N.Y. 10023
 Charles F. Raisch - South River Road - Coventry, Connecticut 06238

= DELAWARE VALLEY VECTURIST ASSOCIATION =

The Second Meeting of the Delaware Valley Vecturist Association was held January 8 at the Liberty Federal Savings & Loan Assn., 202 N. Broad St., Philadelphia. AVA members Clifton, Paul, DiMichael, Zell, Hiorth, Gallagher (with son Jim), Misdorn, Biery, and Jordan, enjoyed several hours with their tokens and conversation. A brief informal business meeting followed at which the area's leading vecturist, Dan DiMichael, was appointed President, with Secretary-Treasurer being Dave Jordan. The name given above was adopted, and the next meeting is set for 2 pm, Sunday, March 12, at the same place. Other collectors in the area are urged to come and make the March meeting the best yet.

- Arthur D. Jordan, Jr.

Fares in Washington, D.C., were raised on January 14 from 4/85 to 4/95 for tokens; the 25¢ cash fare stays the same....Philadelphia has eliminated its 10/\$2.20 token rate; the fare is now 25¢ straight, and no tokens in use for 1st time in over 40 yrs.

By F.J. Bingen

THE FIRST SETTLEMENT on the place where now the City of Paris is situated was on an island in the river Seine. The island is now called the "Ile de la Cite." Already at the end of the 13th Century (1297) there were two bridges; nevertheless there was still an extensive traffic of rowers, known as "passeurs de Paris," maintaining the connection between the island and the banks of the river.

Besides this traffic over the river there came into use at the end of the 17th Century the boats, called "les bachoteurs," that connected the suburban villages Sevres, Auteuil, St. Cloud, Passy and others with the city. For these services the first steamboats (paddle steamers) were put into use in 1829. Eight years later (in 1837) was founded the *Compagnie Generale des Bateaux a vapeur*. (Foreign Check List France 660 P,Q). The boats of this company connected Paris with St. Cloud. At certain points the boat travellers could change the boat for the then existing omnibuses, the Batignollaises (France 660 G), the Dames Blanches, the Dames Francaises, the Diligentes, the Hirondelles, and the Tricycles. The token described in the Foreign Check List under 660 Q was used as a transfer for the omnibus lines. Besides the *Compagnie Generale* there were some smaller companies, but they couldn't cope with the very important and much greater general company.

In 1866 a certain Mr. Plasson, who had boats running on the river Saone in Lyon, founded in Paris a second company, *La Compagnie des Bateaux-Omnibus*. Mr. Plasson had already put into use tokens on his Lyon services (3 of which are known at present). In Paris he issued the token listed as 660 O, the two square brass tokens that were recently discovered by Mr. Ferguson, and probably others, that have not yet been discovered. Thanks to this rival, the *Compagnie Generale* had to stop its services in 1867. During the war between France and Germany of 1870, the boats of the new company were used as military hospitals, but when this war had ended their boats again went into the passenger carrying business. In 1873 there was founded a second company, *La Compagnie des Hirondelles Parisiens*, and in 1885 a third one, *La Compagnie des Bateaux-Express*, came into existence. The competition between these 3 companies became so severe that in 1886 they resolved to merge into a new company, *La Compagnie Generale des Bateaux Parisiens*.

It is this company which issued the token 660 R and the other tokens with "Bateaux Parisiens." At the end of the 19th Century the company maintained 3 lines: I. Pont de Charenton - Pont National - Pont d'Austerlitz - Hotel de Ville - Louvre - Pont Royal - Invalides - Trocadero - Auteuil (Point du Jour). ["Pont" = "bridge"] II. Hotel de ville - Pont Royal - Invalides - Auteuil (Point du Jour). III. Tuileries (Pont Royal) - Pont de la Concorde - Auteuil (Point du Jour) - Billancourt - Sevres - St. Cloud - Longchamps - Suresnes.

The walls of Paris cross the river Seine at the Pont d'Auteuil (Point du Jour) in the west of Paris and at the Pont National in the east of Paris. The line that remained between these two points (line II) was called the "Traversee de Paris, intra-muros" and those, that passed these two bridges (lines I and III) the "Traversees extra-muros." The fares on Sundays and holidays were always twice as high as those on working days. The principal fare on working days on the "Traversee intra-muros" was 10 centimes and on Sundays and holidays it was 20 centimes. For the "Traversees extra-muros" the highest fare in these days for the section from the Pont-Royal to Suresnes was 40 centimes on Sundays.

The oldest "Bateaux Parisiens" tokens are a 25 centimes token used on Sundays between Charenton and Auteuil (line I), an oblong token as well, used on line I on the section from Charenton to the Pont d'Austerlitz (fare on Sundays, 15 centimes), and an oval one used between St. Cloud and Suresnes (fare on Sundays, 40 centimes) on line III. At the end of the 19th Century there were issued two solid brass tokens for use on the whole line III from the Tuileries to Suresnes, the first one a hexagonal token of 20 centimes for use on working days (660 Y), and the second one a square 40 centimes token for use on Sundays. Afterwards two tokens, an octagonal 10 centimes for use on working days (660 V) and a square 20 centimes for Sundays, both center-holed and intended for the section Austerlitz-Auteuil of line I, were made. In addition, there are known 4 tokens with a slot-sc, two with the value 20 centimes (660 Z and a square one) and two in the denomination of 10 centimes (660 W,X).

When fares were changed, they issued tokens without denomination on them (660 S T U).

It was another war that put an end to the services on the Seine. In 1917 the boats were confiscated by the military authorities and the Compagnie Generale was abolished.

In 1921 the Societe des Transports en Commun de la Region Parisienne (S.T.C.R.P.) tried again to establish a boat service on the Seine as a complement to their bus and tramway services, but it became less and less profitable, and in 1934 the regular boat services on the River Seine ceased for all time.

There is one problem, until now unsolved. There are known to be three oval brass tokens with a picture of a rowboat and oarsman on the obverse. Two of them in the denomination of 5 centimes have the initials A.C. and the third one without a value on it bears the initials L.N. Could these tokens have been used by the rowers on the River Seine?

BIBLIOGRAPHY: E. Dewamin: *Cent ans de Numismatique Francaise de 1789 a 1889*
(Paris, 1893)

L. Lagarrigue: *Cent ans de transports en commun dans la region Parisienne* (Paris 1956)

= THE SUSPENSION BRIDGES IN FRIBOURG (SWITZERLAND) =
By F.J. Bingen

Before entering the City of Fribourg coming from Bern, one has to pass a huge bridge over the river Gotteron, which flows in the depth of a broad valley. The first suspension bridge over this valley was constructed by the French engineer Mr. Joseph Chaley. By 1830 Mr. Chaley got from the government of the Canton of Fribourg the right to levy a toll on this bridge for a period of 40 years. This agreement was changed in 1840 when the construction of a second bridge was completed. From that year 3/4 of the net profit of the tolls came to the benefit of Mr. Chaley, and 1/4 to the government.

On the 17th of February, 1849, Mr. Chaley sold his rights to the tolls to Mr. Jacques Brun for the price of 21,000 French gold francs. Mr. Brun, a Frenchman too, was a timber merchant. He came to Fribourg in 1838 and there he became a very rich man. Without abandoning his profession he became a toll collector at the same time. He was, however, not officially appointed as such by the government, nor by the city authorities of Fribourg.

Without doubt it was this Mr. Brun who got the idea of issuing the brass token with his initials JB and the words PEAGE DES PONTS DE FRIBOURG (peage = toll). The issuing of this token was a private affair. The government had nothing to do with it and nothing can be found in regard to the maker of it or how many tokens were struck.

Mr. Brun remained toll collector until October 1, 1855. On that day the government of Fribourg redeemed his toll rights and the paying of tolls on the bridge was abolished.

The above information is published thanks to extensive investigations made on our behalf by Mr. Joseph Jordan, Master of the Rolls in Fribourg.

May I add a word of advice: if you ever come to Europe, don't forget Switzerland and be sure to visit Fribourg. See its old town (la ville basse) down at the banks of the river Gotteron and look at the bridge that caused this nice token.

BIBLIOGRAPHY: A. Henseler: *Essai sur Les monnaies d'or et d'argent de Fribourg.*

ADVERTISEMENTS are free in THE FARE BOX for A.V.A. members. Up to 6 lines in each issue if desired. Ad must be placed on separate sheet of paper including name & address & ZIP CODE! Ad must be different each insertion and must be submitted each month. Auctions may include only tokens catalogued at 25¢ or more in Atwood which are obsolete. Current tokens now in use may not be included in auctions, regardless of their catalogue value. Extra lines over 6 will cost you 85¢ apiece.

If the large volume of mail I receive is any indication, token activity has taken on a large jump this past month. This is only natural because of the long evenings, the restrictions on outdoor activities because of weather conditions, and the relief from the busy holiday schedules. This is the time when most of us get down to business getting our collections in order, sorting duplicates, writing letters, and just about anything else that goes with collecting.

To date there have been only two invitations for the 1968 A.V.A. Convention: San Antonio, Texas, and Calgary, Alberta. February 1 is the deadline, so the Board will have made a decision by the time you receive this issue of The Fare Box.

It is only about six months until the 1967 Convention in Minneapolis. If you have never attended one of the AVA convlaves, you are really missing something. Minneapolis is quite centrally located, and the hospitality of the Minneapolis group is renowned, so a large turn-out is expected. It is not too early to start making your plans for this event which will be the collecting highlight of the year for those attending.

Several of you have taken me up on my requests for your suggestions on matters the AVA should consider. The executive board will have come to some decisions of interest to all by the time of the next issue of The Fare Box.

In studying the results of the various mail auctions presented in The Fare Box, one matter in particular has bothered me. This is the high prices current tokens of high face value bring at auction. Apparently some collectors are confused by the high catalogue value accorded some current tokens, and they place auction bids at some multiple of catalogue value. Actually, if a token is current it should usually be readily available, and not worth much more than catalogue value (an additional amount to cover handling costs being justified, of course). It does not seem reasonable that current tokens should be auctioned at all, since they are hardly scarce or difficult to obtain in most cases, and aren't worth much over face value. Accordingly the Editor has agreed, at my suggestion, to establish a policy that current tokens will no longer be accepted for auction in the free ads in The Fare Box, regardless of what they are listed for in the catalogue. They may, of course, continue to be offered for a fixed price--whatever price you wish--or for trade. But no more in auctions.

One party I have heard from calls 1967 "The Year of the Collector," and I think there is a valid point here. I do look for 1967 to hold great things for vectorists. Fortunately we have not been particularly plagued by the speculators, fast-buckers, and get-rich-quick types. This fact is getting through to many genuine collectors who have been forced out of collecting in other fields, and I believe it is this type of person who has been swelling our ranks. And it is bound to continue. One thing is of real concern to me, and it should concern every one of us, and that is to keep transportation token collecting for the collector and not allow it to deteriorate through the influence of the type that have virtually ruined other collecting fields.

- Duane H. Feisel, *President*.

= A.V.A. CONVENTION TO BE HELD IN CURTIS HOTEL =

Mrs. Martha Barnett, Convention Chairman, informs us that the 1967 A.V.A. Convention will meet again in the beautiful Solarium Room of the Curtis Hotel in Minneapolis, August 4,5,6. The room will be available from Noon on Friday until 5 pm, Sunday. Collectors who attended the wonderful 1961 convention at Minneapolis remember that the Solarium Room, with one wall being solid glass, was certainly the best room we've ever had for a convention, before or since. It is very large, very light, and air-conditioned. There is a swimming pool in the hotel, which is centrally located in downtown Minneapolis, and the rooms are excellent and comparatively inexpensive. Watch for further details of this great convention, and plan now to attend.

FOR SALE to best cash offer: Ind 680 A, Wisc 500 B, Ark 405 A, Kans 40 B, Kans 30 A, Iowa 110 C, Mich 680 E. = Marie A. Johnson - Box 176 - Tecumseh, Mich. 48288

LAST TWO TOKENS: SD 260 A, \$18.00. SD 260 B, \$20.00. Both nice.

Al Hoch - Harvard Road - Stow, Mass. 01772

YOU CAN GET 5 different plastic cafeteria tokens from the same high school (S.N.H.S.) (Wanted: Nicholas High) of Wilkes-Barre by sending me 1 PT or 1 TT and a stamp.

G.R. Picton - 183 Hanover Street - Wilkes-Barre, Pa. 18702

PARKING TOKENS: Send stamped SAE for complete list. Ariz 3640 B \$1.10; Conn 3175 A \$1; Ill 3250 Ad 30¢, 3250 C 30¢, 3250 E 30¢; Ind 3350 A 60¢; Ia 3240 A 25¢; Mass 3970 A(D) 20¢; Mich 3060 A 25¢; Mo 3910 G 40¢; NY 3640 A 20¢; Ohio 3175 O 20¢; NJ 3425 A 20¢; NJ 3420 B 35¢; Pa 3695 B 20¢; Pa 3750 Ba 60¢; Pa 3765 B \$1, C 60¢; Pa 3997 A 25¢; Tex 3050 A \$2.60, 3255 I(D) 60¢; Va 3660 Db 20¢; Wis 3360 Ab 50¢; Wis 3360 B 50¢.

Duane H. Feisel - P.O. Box 11661 - Palo Alto, Calif. 94306

DUPLICATE BACK ISSUES OF THE FARE BOX for sale, postpaid. Mar/Dec 52, Apr/May, Jul/Nov 53, 17 issues, \$5.50. May/Jun, Nov/Dec 55, Jan/Aug, Oct/Dec 56, Jan/Dec 57 - 27 issues \$8.00. Jan/Dec 57, Jan/Dec 58, Jan/Dec 59 - 36 issues \$10.00. NOTE, because former owners held back certain pages, I have photocopied several pages in each lot.

George Schroder - 78-14 160 Street - Flushing, N.Y. 11366

FOR SALE TO HIGHEST BIDDER: Atwood's Catalogue - 1948 Edition, and Check List of U.S. Transportation Tokens by Bernard Morganthau 1944.

Samuel L. James, Jr. - 713 Georges Lane - Ardmore, Pa. 19003

RARE - to highest cash bid or best premium token offer - 432-page loose-leaf Atwood first edition National Check and Premium List, copyright 1948, published by The American Numismatic Company, original price \$5.00. Excellent condition. ALSO 1958 hardbound Atwood Catalogue, original cost \$7.50.

Lowell Kronmiller - 327 Ransom - Ripon, Wisc. 54971

COIN FREAKS WANTED--Will trade transportation tokens for odd coins, such as off-center strikes, double strikes, clipped planchets, etc. Please describe fully or send aluminum foil impression. All letters answered.

R.S. Croom - 867 W. 42nd St. - Norfolk, Va. 23508

CIVIL WAR STORE CARDS for sale or will trade for your Mich. Civil War store cards: Fuld Catalogue: NY 10 H \$1.50, 630 M, \$1.50, 630 BX, \$1.50; Mich 370 C, \$3.50, 370 H, \$2, 370 J, \$3, 370 K, \$3.50, 450 G, \$4.

A.W. Siebert - 10201 Plymouth Rd - Apt 15 - Detroit, Mich. 48204

TRADE: Holly, Mich., parking token 3465 A for your PT or any TT from Ala., Ida., Ky., Maine, Miss., N.M., Utah, Vt., Wis., Wyo. Stamped envelope please.

Raymond E. Olson - 39850 Schoolcraft - Plymouth, Mich. 48170

WANTED FOR MY COLLECTION all or any of the following parking tokens: Ark 3360 A, 3480 Aa Ab; Dela 3900 Bb Bc Ca Cb Da Db Dc Dd; Ga 3060 A, 3070 Aa Ab, 3610 Aa Ab; Kans 3490 A B, 3999 A B; La 3080 Ab, 3490 A, 3670 A, 3740 A B Ca Cb Cc, 3810 A; Minn 3720 Aa Ab, 3730 A; Miss 3900 A. Will buy or trade for the above. I have all varieties of the Pa 3920 A to trade plus others.

Don McKelvey - 2822 19th Avenue - Port Huron, Mich. 48060

FOR SALE TRADE TOKENS by the set or single tokens. Also common TT tokens.

Doc Sherwin The Bob-Wire King - ABC Trailer Park - McAllen, Tex. 78501

TIME TABLE TOKENS for sale: A, \$9; F, \$4; G, \$3. I have a large number of Hurd Times Tokens (1832-44) & Miller 19th Century (New York) tokens for trade for all types of Penna. tokens.

Dr. Herman Aqua - 487 Bennett St. - Luzerne, Pa. 18709

PARKING TOKENS FOR TRADE: Send for list. Also wanted: movie star tokens and numismatic material from 1904 St. Louis World's Fair. Buy or trade.

Melvin H. Hays - 6940 Rutherford Ct. - Cincinnati, Ohio 45239

NJ 250 A for trade. I need many common tokens. Please send your dupe list. I also will purchase tokens. Indicate on your list if you will sell for cash. Need NJ 20 C, 115 A B, 185 A B C, 310 A, 555 A B F, 605 A. Will pay cash for these. I will trade dupe list and trade at catalog value.

Capt Robert A. Clifton - 4240A FCN - McGuire AFB, NJ 08641

CENSUS TOKEN, Ohio 240 A, at auction to highest bidder. Please send bids to Morton H. Dawson - 182 Whiting Lane - West Hartford, Conn. 06119

STRASSENBAHN AUGSBURG, 20 Pf., 1920, 45¢. Westphalia, 1 billion marks 1923, 2-1/2 times dollar size, Unc. \$85.00. Also 50 million mark 1923, \$1.75. Please see my Nov. ad for tokens I need. 10¢ postage on all orders please.

Charles H. Toomey - 170 E. Deerpath - Lake Forest, Ill. 6006

100 diff. TT's, \$12.00. Lot includes a token of 50¢ cat. 200 diff. \$26. Lot includes a token of 75¢ cat. 300 diff. \$42. Lot includes both 50¢ & 75¢ items plus others cataloguing over 15¢. Postpaid in kraft envelopes.

K.V. Hayes, Jr. - 209 Brown St. #6 - Vacaville, Calif. 95688

TRANSPORT URBAIN DE HULL, CANADA, Quebec 998 F (listed February 1966): although listed as a pattern this is actually a regular issue. Struck in Chicago in 1951, it was only first put into use in 1960 as a child's fare at Aylmer & Gatineau, Quebec. I have some extras at 25¢ each, or 5/\$1....Sunderland, England, new brass token, 25¢ or 5/\$1....2 Haifa, Israel, subway tokens 50¢, 5 sets/\$2.

J.M. Kotler - P.O. Box 248 - Glencoe, Ill. 60022

CATALOGUE OF WORLD TRANSPORTATION TOKENS AND PASSES EXCEPT NORTH AMERICA, first edition, at \$5.00 each, either bound or unbound. Please specify which. Add 50¢ if outside the U.S. Make check or M.O. payable to Kenneth Smith. Order directly from:

Kenneth E. Smith - 328 Avenue F - Redondo Beach, Calif. 90277

WILL EXCHANGE ONTARIO 725 D or 750 A for Quebec 997 A. Will consider other offers of exchange for above depot tokens, or Canadian Pattern 998 E (3 known).

J. Douglas Ferguson - Rock Island, Quebec, Canada

TRADE: For TT's I need from Ind., Mich., Ohio, or Ill.: Ark 450 B; Conn 210 A; Fla 530 C; Ia 300 E; Mich 75 G I J; NY 505 A, 785 B C, 875 S; Ohio 160 B C D E; Pa 25 D, 65 D N, 70 A, 200 A.

Mike Alexander - 1823 Bashor - Goshen, Ind. 46526

AUCTION TO HIGHEST BIDDER: Nebr 420 H, 980 Ba Bb; Pa 195 B E, 295 C, 495 K, 575 B E, 985 C G. Calif 575 Q for sale at 75¢ each. I have about 200 diff. parking tokens for swapping. Will exchange want-lists with interested collectors. ALSO HAVE THESE

DUPLICATES FOR TRADE: Ill 25 B, 150 I, 320 A B C, 580 B, 760 C D; Ind 275 A B, 995 A.

Harold V. Ford - 1999 Gaspar Drive - Oakland, Calif. 94611

I AM FORMING list of transit fans. It will contain names of persons from model railroading, token collecting, bus & trolley fan groups, transportation historical societies. If you are interested in any of the following subjects, drop me a note to get form: transfers, tokens, schedules & route maps, photos, passes, tickets, annual reports, and others. This is a chance to expand your contacts.

Harry R. Porter - 1042 Bardstoun Road - Louisville, Ky. 40204

FOREIGN COINS ANYONE? Breaking up world-wide foreign coin partial & complete date sets, type sets. Too many to list (over 20,000) but will list each country by date or type on request. Want to swap for TT's & PT's. Harris by date, Yeoman by type for mine, double Atwood or Feisel on yours or will listen to counter offer. I want to build trade list so will accept all except most common tokens. Please send list.

John L. Trembley - P.O. Box 37 - Marina, Calif. 93933

WOULD YOU BELIEVE: Ind 460 X went for \$1.55? Auction Ind 90 A, 390 A. Thanks for all letters. I'm a little behind but will answer all letters & offers. Still got a nice bunch of dupes to trade for Conn 290 C D E F K - NH 100 A, 520 B, 640 B C D E F H, 998 A or will pay triple cat. Also need 60 TT's from Ind. What have you trade or cash? Best cash offer gets 25 tokens from 25 states.

Ray Ingalls - 739 Buchanan - Indianapolis, Ind. 46201

MY CALLING CARD TOKEN which reads "John A. Backora, Bellville, Ohio 44813 I Collect PT's and TT's" for yours or any out of the ordinary parking, transportation, or merchants token. = John A. Backora - 83 Markey St. - Bellville, Ohio 44813

FOR TRADE: Ga 50 B, 70 A B D, 750 H, 780 H I J; La 30 E F, 80 A, 670 A C D, 810 F; Miss 350 A B, 360 A, 460 J, 500 A. Also trade Biloxi, Miss., 1966 or 1967 Mardi Gras alum. 40mm tokens for TT catalogue value 50¢ or up, or similar cash value.

Lou. Crawford - Box E - Long Beach, Mississippi 39560

PARKING TOKENS: If you have any for trade or for sale please send a listing; am also interested in any lodge trade check (Elk, Masonic, etc.), coal mine, wood or lumber and trade checks with Canadian origin. Have loads of parking tokens, transp., and trade checks to trade. Will purchase collections of any type token if you have one for sale. = Don Edkins - 120 Stanley Drive - Williamsburg, Va. 23185

- TRADE CHECKS, coal scrip, sales tax tokens, dog licenses, watch fobs, etc. If you collect any of these I will trade for transportation and parking tokens I need. My list is large. Please send 10¢ postage for list.
- R.J. De Santis - 108 N. Main Ave. - Scranton, Pa. 18506
- Ontario 185 A: best cash or trade offer. Ohio 450 B C E F H, trade for any parking token. = Le Roy Stewart - 43 Forbes Street - London, Ontario
- Ontario 325 A: best cash offer or trade for Ky. TT's I need. Ky 10 O (P&C): trade for Kentucky merchants trade checks. Ky 10 N; Mich 75 F G I; Ohio 160 A B C E D F; Tex 135 E; Ont 400 Ca Cb: for trade.
- Evelyn Jackson - 43 Forbes Street - London, Ontario
- FOR TRADE: Conn 35 E G H I, 40 A B, 290 B H K L M, 305 K M N O, 520 A B C D E, 560 A C D G H; Dela 900 C E; Fla 90 A, 180 B D, 530 F, 625 B, 880 B D, 910 D H, 930 A B; Ga 20 B, 60 S, 240 E, 450 A, 750 I, 780 A B D, 920 B.
- Robert Kelley - 6315 Parkview - Mason, Ohio 45040
- HAVE TOKENS merchant to trade, Idaho, Hickey Bros. tokens of Ill., Nebr; Alaskan tokens, coin oddities, for brass Colo. tokens or aluminum tokens.
- Paul W. Stewart - 3356 Leyden - Denver, Colo. 80207
- TRADE STATE TAX TOKENS. Will trade 2 for any TT. Will sell 11 diff. TT for \$1.00. 20 diff for \$2, 29 diff. for \$3. What do you need in U.S. or foreign coins? Sell reasonably, or may trade.
- Edw. (Ned) Chesler - 532 E. Main St. - Little Falls, N.Y. 13365
- WILL TRADE 1914-D Lincoln Cent VG for best offer in higher value TT's, preference given to Missouri TT's. Offer open for one month. Still have some items available from my ad of April '66. Will send revised list for SAE. New Offer: 10 Diff. Ohio paper sales tax receipts unused (vendors stub attached) \$1.00 & SAE.
- Jerry Bates - Box 546 - St. Charles, Mo. 63301
- ANYONE WANTING MY PERSONAL CARD TOKEN send stamped envelope. I want parking tokens and trade tokens. Many trade tokens to trade.
- Charles H. Lipsky - 1225 Day Street - Galesburg, Ill. 61401
- Greater MANCHESTER (ENGLAND) area tokens. (a) 50 diff. values \$5, (b) 100 diff. values, colour shades, & die vars. \$10. Post Paid Ship Mail 3 weeks. Send cash or international money order.
- Donald Capper - 32 Stanhope Street, Reddish - Stockport, Cheshire, ENGLAND
- WILL TRADE FOR TT's that I need the following store cards, etc. Miller numbers: Va 5, \$4.50; Ill 25, \$4; NY 94, \$3; NY 729, \$5; Mass 94, \$2; Mass 2, \$5. Wright numbers: 551, \$4; 800, \$5.50. So-called dollars, H.K. #481,483 - \$4.50 each...for equal value in TT's of U.S.A. origin please. Write telling me what you have to offer.
- K.T. Hall - 130 Stanley Drive - Williamsburg, Va. 23185
- COMPLETE LIST OF PRICES REALIZED from my recent token auction, will be mailed out on a first-come, first-served basis to anyone who sends me a stamped addressed long-size envelope.
- Cornelius B. Tyson - 613 Halstead Rd., Sharpley - Wilmington, Dela. 19803
- WANTED, and will pay the following prices for tokens needed: \$1 for Conn 320 B; \$2 for Mass 115 J; \$3 for R.I. 700 C. Also need Mass 260 A B C; Vt 150 A; Conn 345 A; R.I. 700 B. And will pay top prices.
- George H. Wyatt - Skylark Lane - Lunenburg, Mass. 01462
- WANTED: PENNSYLVANIA PARKING TOKENS: 3015 B, 3060 A, 3510 A, 3725 A, 3750 A D C E F G H, 3765 C E, 3930 A B D. Will trade token for token for any of the above, the following: NY 25 B, 105 B, 280 C, 305 A, 360 A, 365 A, 410 A, 505 A, 615 F, 715 A, 735 A, 745 A, 780 D, 945 D; Ind 460 P, 700 A.
- Michael Super - 4895 Melbourne Road - Baltimore 29, Md.
- SEND A TOKEN OF YOUR CHOICE, transportation or parking, and receive Ohio 3335 C in exchange. Multiples welcome.
- E.G. Stultz - 530 N. Union - Galion, Ohio 44833
- ALASKA CENTENNIAL STAMP, Sitka, Alaska, has first day issue March 30, 1967, celebrating 100 year purchase from Russia. Stamped descriptive envelope 30¢ each. Same envelope containing a block of 4 stamps, \$1.25 each. Stamp is 8¢ centennial airmail. Deadline is March 15, 1967. Order now.
- W.E. Nickell - Box 37 - Sitka, Alaska 99835

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I HAVE THE SCARCE MSPT 3057 A to trade for one of the following: Conn 3998 A; DC 3500 A Ca Cb; Del 3999 A; Ill 3150 A AR AS; NJ 3540 A, NY 3629 C E; NC 3700 A; Ohio 3150 F, 3470 Ac Ad, 3650 A; Okla 3330 A B; Pa 3750 E; MSPT 3001 B C D, 3002 A.

John G. Nicolosi - 3002 Galindo Street - Oakland, Calif. 94602

FOR TRADE: Arizona Territorial Centennial token silver #1079 in original case, 1863-1868. Original cost \$8.50. Will trade for horsecar, depot, foot bridge or 1 or 2 horse bridge tokens at \$10 value.

A.W. Siebert - 10201 Plymouth Rd. - Apt. 15 - Detroit, Mich. 48204

WILL TRADE NEW AQUEDUCT RACE TRACK TOKEN from NYC (available March 20) for \$1.00

catalog value of tokens I need. Send your list of tokens for trade. Still selling

50 diff. PT (including varieties) for \$8.00.

Sam Fuggeri - 1018 South Carley Court - North Bellmore, N.Y. 11710

I HAVE THE FOLLOWING Massachusetts TT's that I would like to trade for Texas TT's

that I need. I still need at least 50 Texas TT's that catalogue 15¢. Mass 115 R U

V Z AA AB AC, 660 A, 740 A, 960 A.

E.M. Rice - 212 Westhaven Drive - Austin, Texas 78746

WANTED: Will trade or buy the following Illinois tokens: 135 D E, 150 C D E F G H I

J K L M N O P T, 190 A B, 195 A B, 200 E, 220 C D, 350 A B, 415 A, 425 A, 435 A B,

580 A B C D, 605 A B, 720 D, 768 A B, 785 A, 795 D E, 820 A B.

One H. Vacketta - 426 S. State St. - Westville, Ill. 61883

ARKANSAS 975 A and B for sale at \$1.00 per set.

Ralph Freiberg - 632 Ashbury Street - San Francisco, Calif. 94117

THE FOLLOWING I will trade for any tokens not on this list one for one, or the whole

lot for 65 of 8 different kinds of tokens: Ind 260 A(1), 690 A(2); Kans 970 E(5),

G(4), H(2); Ky 998 A(1); NY 230 F(1), G(1), 60 A(1); Ohio 450 B(5), F(3), G(2), H(4);

Pa 160 A(1), 445 B(1), 695 C(1), 765 Z(1), 850 C(1), 995 C(1); Va 720 H(1), G(1); W.

Va. 830 D(1); Canada 400 A(2), 400 C(24).

Jeffrey R. Brashares - 825 Peaceful Path - Mansfield, Ohio 44907

Centennial medals for sale or trade for zone checks that I need. Jefferson, Pa. type

1 and 2, \$1.50 each. Mapleton Depot, Pa. 1.25; Hanover, Pa. 1.50; Dover, Pa. 1.50;

Greencastle, Pa. type 1 & 2, \$1.50 each; East Berlin, Pa. 1.25; Hirsipire, Pa. 1.25;

Gettysburg, Pa. \$2; Chambersburg, Pa. 1-2 & 3, 1.50 each; Hagerstown, Md. 3 & 4 1.25

each. Birthplace of the 15th President James Buchanan, Mercersburg, Pa. 75¢...TT,

Pa 495 L, \$1.00. = George W. Diehl - Fort Loudon, Pa. 17224

STREETCAR TICKETS. Will trade only for tokens of same vintage. Seven different

Phila. 1876-1907. Also Cleveland and Detroit. Make preliminary offer and I will

send photocopy if interested.

L.D. Grady - 323 Edgemont Avenue - Palmerton, Pa. 18071

FOR SALE: transp. tokens, 100 all different, \$11.50. 100, 40 different, \$8.00. 100,

30 different, \$6.50. All in 2x2 envelopes, all metal & U.S. in good condition. Send

your trade list and I'll send you mine.

N.S. Horwitz - P.O. Box 375 - Utica, N.Y. 13503

TRADE - for Alaska 50 A - one 50 B or 2 15¢ or 1 25¢ TT my choice; for Maryland 380

C or D, one 380 A or B, 2 15¢ or 1 25¢ TT my choice; for Md 560 A B C D or E, 3 15¢

or 2 25¢ TT my choice; and for NY 785 A 1 NY 785 B or 2 15¢ or 1 25¢ TT my choice;

for NY 785 D 2 785 B or 3 15¢ or 2 25¢ TT my choice. Or the equivalent in cash!!

Edwin C. Lanham - 6116 N Street, S.E. - Washington, D.C. 20027

BEAUTIFUL STERLING SILVER A.V.A. TROLLEY CAR OFFICIAL SEAL LAPEL PIN. A few are

still available to members at \$2.75 postpaid. Show your colors! After these are

out, we don't plan to order any more for a couple of years or more. Order from:

Donald N. Mazeau - P.O. Box 31 - Clinton, Conn. 06413

ATWOOD'S CATALOGUE OF U.S. & CANADIAN TRANSPORTATION TOKENS, 480 pages, 27 plates of

photographs of rare tokens, cloth-bound. Price \$5.50 postpaid to AVA members (price

to others, \$7.50). FEISEL'S CATALOGUE OF PARKING TOKENS, 160 pages, lots of pic-

tures, cloth-bound. Price \$3.50 postpaid to AVA members (\$4.50 to others). Order

both books now, and please make check payable to "John M. Coffee, Jr."

American Vecturist Assn. - P.O. Box 1204 - Boston, Mass. 02104

= CALIFORNIA COLLECTORS ARE ON THE MOVE =

By Robert M. Ritterband

The 60th regular meeting of the California Association of Transportation Token Collectors was held at the home of Gordon and Claire Smith in Santa Monica on Sunday, January 8, 1967. It marked the first gathering of vecturists in the beach city since the 9th Annual Convention of the A.V.A. back in 1959. A spacious recreation room at the Smiths' trailer park proved to be very comfortable, and a spot where we would like to be invited again. Twenty members were on hand this time, to swap tokens, trade checks, sugar packs, matchbook covers, and all the other items that transportation token collectors enjoy. Those attending included: Atwood, Barnes, Bavaird, H. Carter, R. Carter, Crusen, Cutler, Glaze, Gould, Hawthorne, Kubach, Manning, Miller, Ritterband, Sherman, C. Smith, G. Smith, K. Smith, R. Smith, Ticknor, and Willahan.

Secretary Willahan announced that since our November meeting five new members had joined the club, with four of them being Smiths! Welcomed were Arthur Smith, Claire Smith, Edward Smith, Jack Smith, and Paul Targonsky. Claire is the charming wife of former AVA president F. Gordon Smith; Edward and Arthur are a father-son team of collectors from northern California, and Jack is an Indiana vecturist. Targonsky is the well-known bulletin editor of the N.E.V.A. It was pointed out that any vecturist is always cordially received, but that the club does not accept any group or organization memberships.

In outlining the year's meetings, president Ritterband reported that the Executive Board had set our next gathering in the form of a club outing to the Orange Empire Trolley Museum at Perris. This will be a 6-hour session on Sunday, March 12, using a chartered bus for the 160-mile round trip. We shall have about 3 hours at the museum, giving plenty of time to inspect their 10 acres of rolling stock and equipment. It is hoped that a special feature of the day will be the inaugural use of a newly planned transportation token, which the museum is ordering for their streetcar rides. Box lunches and cold drinks will be provided on our bus, and all at a very reasonable cost.

Members began to sign up quickly for the jaunt, with 40% of the bus seats being reserved at once. An equally exciting plan is being drafted for the May meeting, giving even more reason for our club's recent boom in membership. Care to join?

= PITTSBURGH SEEKS TO REGAIN "SMOKEY CITY" TITLE =

The great Industrial city where the Allegheny and the Monongahela Rivers converge to form the mighty Ohio River used to be called the Smokey City. Then they worked mightily to clean up their air pollution problem, and gave up the title. Now they seem to be trying to get it back. Recognized as a chief source of air pollution are the exhaust fumes from autos, trucks, and buses. So what has Pittsburgh done? They've eliminated electric streetcars on all East End routes. Nine trolley routes that together handled 66,000 riders a day have been converted to "modern buses," whose combined exhaust fumes will add to the fragrance of the city. The only street cars still operated in Pittsburgh are those in the South Hills area--9 routes. Now if they can just substitute "modern buses" for those lines, they can double the pollution once again, and be well on their way to getting back the old title of Smokey City. Good luck to them, and all the other cities, now choking on exhaust fumes, that have substituted "modern buses" for "obsolete" trolley cars.

Not to be outdone by Pittsburgh, Peking, China, abandoned its last streetcar line on May 6, 1966....subways are being planned for Kharkov, USSR, and Teheran, Iran...the 3 leading countries for streetcar lines are USSR (114 cities with streetcars!), Germany (76 cities; East 30, West 46); and Poland (19 cities)...the last trolleys in Lille, France, were forsaken on January 31, 1966.

- notes by Joe Kotler

= JANUARY SUPPLEMENT TO THE SMITH CATALOGUE OF FOREIGN TOKENS =

By Kenneth E. Smith

With this issue, our supplements are to my CATALOGUE OF WORLD TRANSPORTATION TOKENS & PASSES EXCEPT NORTH AMERICA. Starting this issue the tokens and passes for which I received rubbings and data too late for inclusion in the printed catalogue will be listed, with the new catalogue numbers. The unbound copies of the new foreign catalogue are scheduled to arrive in Redondo Beach on February 3, 1967, and the first shipment of bound books on February 24. I am accepting orders immediately for the catalogue. The price is \$5.00 either bound or unbound. Send your check or money order, made out to "Kenneth E. Smith," to me at my address (see below). Add 50¢ for shipment if you live outside the U.S.A. I will send the books out in the same order that I receive the orders. See my November supplement for a write-up on details of this book. And remember, when you order, to specify if you want the bound or unbound, or both or several.

I have over the last 20 years acquired several Swedish, Danish, and Finnish transportation collections and accumulations and with these collections some amusement park gambling tokens. I accumulated about 400 of these including dupes for which I was offered 25¢ each in trade 3 years ago and I traded the lot. One of the problems of a cataloguer is to find the truth about usage, as many dealers, anxious to sell, are careless with these details. The tokens listed in October were amusement park checks that were represented to us as amusement park ride tokens by so-called respectable foreign coin dealers and collectors, but we doubted it. Several people wrote me about these and verified that they were NOT ride tokens. These will not appear in the new foreign catalogue, but remarks on them will appear. Also not listed are some tokens reported to the Editor of The Fare Box which he listed before I could check on them and which proved to be errors. These tokens when checked proved to be (1) not transportation (2) solid freaks (3) tokens not holed or punched by the company (4) very doubtful if transportation. It's amazing the pressure brought to bear on me to list as transportation tokens items I know are not transportation or very doubtful if transportation.

New discoveries recently reported are:

CHINA

Canton 120

(CHINESE CHARACTERS; TRANSLATION: "CANTON CITY FERRY CO.")

A o Z 22 Ch (Chinese characters; translation: "Fung Chin Line Full Fare") 2.50

Peking 600

(CHINESE CHARACTERS; TRANSLATION: "FARE AND ENTRANCE TO THE GARDENS OF THE ALTAR OF HEAVEN PEKING)

A o A 22 Sd (Picture of the Altar of Heaven Temple) 3.50

These listings were supplied by J. Douglas Ferguson who bought the tokens from a famous Chinese collection being broken up in Hong Kong. The translations were supplied by the Hong Kong party who sold the tokens to Mr. Ferguson.

Remember, when reporting new discoveries, that I must have rubbings or photographs. Meanwhile, please continue to report new issues & discoveries.

KENNETH E. SMITH - 328 AVENUE F - REDONDO BEACH, CALIF. 90277

= CANADIAN VECTURIST CLUB BEING FORMED IN MONTREAL =

Barry Uman (4155a Mackenzie St. - Montreal 26, Quebec) reports that he is forming a society of collectors of transportation & parking tokens and medals, which will meet in Montreal. The club hopes to serve all of Canada and especially collectors of Canadian material. He is working with Grant Alexander, and invites all interested collectors to send him a postcard or letter for further information and news.

= JANUARY SUPPLEMENT TO ATWOOD'S CATALOGUE =
By Ralph Freiberg

MASSACHUSETTS

Patterns 998 (Reported by Norman E. Sherman)
SUPREME TAXI SERVICE 1
K B 40 Sd (blank)[incuse black letters on obverse]

MISSOURI

Chillicothe 200 (Reported by C.R. Ross)
ISHMAEL & ALLEN TRANSFER LINE CHILLICOTHE, MO.
F o A Oc Sd Good For One Ride Telephone 136 (25mm) \$5.00

NEW YORK

New York City (Manhattan) 630 (Reported by John Coffee)
NEW YORK CITY TRANSIT AUTHORITY N(Y-sc)C
AQ B 29 Y-sc Good For One Fare N(Y-sc)C .75

OHIO

Cincinnati 165 (Reported by Herman Cull)
G. PETE SMITH
AJ A Sq Sd Good For 1 Fare Wright (24mm) .20

VIRGINIA

Mechanicsville 535 (Reported by David E. Schenkman)
MECHANICSVILLE TURNPIKE CO. 13 CENTS
C o B 26 Sd (blank)[the "13" on the obverse is incuse] 5.00

PHILIPPINES

Sapangbato 700 (Reported by Walter Hinkle [G], J. Nicolosi [H], Neil Shafer [I])
C B L - C A B 1963 20 [ex-Unid. #96]
G B 21 Sd C B L - C A B Good For One Ride 20 (thick & thin) .50
CBL - CAB 1963 GOOD FOR ONE RIDE (4-POINTED STAR)
H B 25 Sd Saint Ann Pray For Us (St. Ann & child)[reeded edge] .50
CALIFORNIA BUS LINE REPUBLIC OF THE PHILIPPINES (4-POINTED STAR)
I B 25 Sd Good For One Ride CBL-CAB 1966 .50

UNIDENTIFIED (Reported by John Trembley)

MARENCO BUS LINES O.O. MAYS PROP 25
116 B 25 Sd Walking is a Bad Habit Get Out of It Oliver

CANADA - ONTARIO

St. Catharines 825 (Reported by J. Douglas Ferguson)
SANDERSON NEWMAN & HOUGH'S BUS LINE ST. CATHARINES .ONT.
E o A 25 Sd Good For One Fare 5.00

QUEBEC

Hull 345 (Reported originally by Olivier St. Aubin)[ex-998 F]
TRANSPORT URBAIN DE HULL
J WM Oc H Bon Pour Un Passage (17mm)[used in Gatineau and Aylmer] .20
Montreal 620 (Reported by Grant Alexander)
AUTOBUS MILLE ILES LTEE 2 ZONES (EMBLEM)
AD WM 17 Sd (same as obverse) .45
AUTOBUS MILLE ILES LTEE 3 ZONES (EMBLEM)
AE WM 20 Sd (same as obverse) .60

Norman Sherman obtained the Supreme Taxi pattern from F. Gordon Smith, and at one time we didn't know whether others might show up without a letter on them, or if this was a pattern. We are now satisfied it is a pattern, never actually used.

Mr. Ross has found another variety of the Ishmael & Allen depotel tokens. We have never learned anything of the history of this line.

The big New York City token is exactly like the 16mm subway token, but much bigger. It was issued on Thanksgiving Day, 1966. We had learned for some time that such a token was going to be used, but no one reported it to us. So after waiting for a while, John Coffee decided to take matters into his own hands. He wrote to the transit authority and got one of the tokens. Nicolosi also wrote, and learned that they will be glad to supply them to the New Issues Service, so members of N.I.S. will receive the token before very long. Plenty of them will be available, so anyone who wants one, including those not in N.I.S., will be able to get one for a nominal amount over the 75¢ face value. These special tokens are used for special express trains that operate from Times Square and Brooklyn out to the Aqueduct Race Track in Queens Borough. We listed the token from Manhattan to keep it next to the 16mm token. The fare on the special race track trains was 50¢. But when the raised the subway fare from 15¢ to 20¢, the also raised the fare on the race track specials from 50¢ to 75¢ and used cardboard tickets until they obtained the new tokens. They had 100,000 of these tokens made.

The G. Pete Smith token from Cincinnati is a primitive-looking little thing, and when we first saw it we thought it was very old. Some token experts think you can tell the age of a token by the workmanship. But this obviously is not the case, as some token manufacturers still use the same equipment they were using 50 years ago. This particular token was issued in 1960, and 3,000 of them were struck for the G. Pete Smith Bus Service (now known as Smith School Bus Service). The firm operates several buses, but only 2 or 3 of them use this token, which is good only for buses carrying students to Eastern Hills Junior High School in Mount Washington, a suburb of Cincinnati. The other buses are used in public school service, which is free for students (paid for by public funds). Mr. Cull tried to obtain some of the tokens from Mr. Smith, but Mr. Smith declined to sell him any, saying he had only enough for current requirements. He did say that he may have to have more tokens struck at a later date, in which case they will be available to collectors. So don't go out and pay a big price for this token. Eventually it will be available. Meanwhile, however, it is pretty hard to get and the few that Mr. Cull has been able to get for collectors came by way of school kids who attend the school.

The Mechanicsville, Va., turnpike token makes 3 varieties for this old toll road which figured prominently in General Grant's campaigns during the Civil War. As the denomination is incused--counterstamped--into the token, we suspect there are yet other denominations to be discovered. Mr. Schenkman got this one from a man in Mechanicsville.

A while back Joe Kotler informed us that Neil Shafer had a Philippines token with CBL-CAB on it, indicating that Unidentified #95 was from there. So Mr. Nicolosi got busy, and after a dozen letters to various people in the Philippines, he has been able to get a few of each of the 3 varieties listed this month. But we are doubtful if we'll ever get enough of them to supply members of the New Issues Service.

We know nothing of the unidentified token, which may be a depotel. If someone has any ideas on it, please let us know.

After examining photographs and finding a new variety of the St. Catharines token, we have heard from Mr. Ferguson, who has yet another variety! His token has HOUGH'S on it. All of which indicates the value of seeing actual photographs or rubbings of tokens.

The Hull, Quebec, token was manufactured in the United States, and it seems that Canada has a restriction on tokens made outside of Canada for import to that country. They can't be round, because they might then be confused with Canadian coinage. I had often wondered why the Brandon, Manitoba, tokens were octagonal, and now I realize they were made 8-sided because they were struck in the U.S.A., for import to Canada. It may be that when these new tokens were ordered, the owner planned to use them in

place of 345 G, which incidentally is used as a 20¢ fare. The owner kept these new tokens in the safe for some time, and when a couple of them got out we thought they were patterns and so listed them; see Que 998 F. Then the owner decided to put them into use, on lines operating into Gatineau and Aylmer. These tokens sell at 7/\$1, whereas the regular token fare in Hull is 6/\$1. We now are listing them, as they are in regular use, from Hull, where the main office is situated. The company in Hull operates buses all the way from Hull to Ottawa, and in the very near future we expect to get some zone tokens, used in zones 2 thru 8, for this line. We shall list them as soon as the New Issues Service obtains them. Mr. Cassidy is working on getting us a supply of all of them, as well as of the octagonal token. We don't have the 345 J yet, but are relisting it out of the pattern section now to keep you informed on what is and is not a pattern.

The new subway system in Montreal opened October 17, 1966. Some people, of course, live out beyond the area served by the subway. These people find it necessary to transfer to buses of the Provincial Transport Company. The fare on the first zone of these buses is 25¢ straight. Passengers going into the 2nd zone can pay an additional 20¢, or a token which is good for the whole 45¢ ride. Those going on to the 3rd zone pay an additional 15¢, or a token which is good for the whole 60¢ ride. So if you live far out, you have to pay 60¢ on the bus, in addition to the Montreal subway fare. Commuting rates are going up!

These Montreal tokens are used in a fashion similar to those mentioned above for the Hull to Ottawa service. As there are seven zone fares involved in the Hull tokens, purchasing enough of them for N.I.S. members involves a lot of money. Then sometimes, in addition to the cost of the tokens, we have to pay customs duty on tokens coming into this country! If we do, the N.I.S. will have to add this to the price you will be paying for the tokens when you get them. Make sure your account in the N.I.S. has a good balance in it, if you want to get these new tokens. We are grateful to Mr. Cassidy for all the work he does for us, obtaining these tokens for our service. If we had had someone like him in Sapangbato, P.I., we probably could have obtained enough of those tokens, too. In any case, the New Issues Service will have to pay out over \$1,000 to get all of these Hull-Ottawa tokens! Incidentally, they are zone tokens, but they are good for fare in their zones. This makes them differ from Zone Checks, which are listed at the back of each state, because Zone Checks are not good for fare payment. They are only identification pieces to show how much fare you owe, or have already paid. But zone tokens are, of themselves, good for fare payment.

= JANUARY NEW ISSUES SERVICE REPORT =

By John G. Nicolosi

I want to start 1967 by saying "Thanks" for all those nice Christmas cards. We also begin the New Year with 3 tokens coming your way about the end of January. As promised last month I'll send you--both regular & associate members of N.I.S.--two tokens from Montreal, Quebec 620 AD & AE. Personal thanks to Bill Cassidy of Lachine for providing these for us.

You also will receive NY 630 AQ, the new 29mm Aqueduct Race Track special train token from New York City. This is a very large, very thick, and very handsome token. All members of N.I.S., both associate & regular, will receive this token.

We are expecting a large set of Canadian tokens in the near future, as mentioned above by Mr. Freiberg. Those who get Canadian tokens in the N.I.S. will have to have at least \$5.00 in their account with me in order to get these tokens, so make sure you are OK, as this will be the only opportunity we have to get them. In fact, it is a good idea to keep your balance over \$5.00 at all times, whether or not you collect Canadian tokens.

= THE DEADLINE FOR 1967 DUES IS MARCH 1. HAVE YOU PAID YET? =

= JANUARY SUPPLEMENT TO FEISEL'S CATALOGUE OF PARKING TOKENS =
By Duane H. Feisel

ILLINOIS

East St. Louis 3250 (Reported by DHF)
ST. MARY'S HOSPITAL EAST ST. LOUIS, ILLINOIS
I B 23 Sd Courtesy Parking Token (1966-) \$0.25

NEBRASKA

Omaha 3700 (Reported by DHF)
LUTHERAN MEDICAL CENTER 26th & DEWEY AVENUE OMAHA 5, NEBRASKA
F B 23 Sd (same as obverse) .25

VIRGINIA

Norfolk 3580 (Reported by David E. Schenkman)
SOUTHERN BANK OF NORFOLK / NORFOLK, / VA.
L o B 23 Sd Ocean View Office .25
SOUTHERN BANK / OF / NORFOLK / NORFOLK, VA.
M o B 23 Sd Bute Street Branch .25

CANADA - QUEBEC

Patterns 3998 (Reported by J. Douglas Ferguson)
A WM 24 Sd (same as 3620 A, but in White Metal)

ADDITIONS AND CORRECTIONS

43. Cal 3015 A: add variety description (10/66)
a. (beaded borders)
b. (plain borders)
44. Ill 3150 AA: add (Rev. D)
45. Minn 3725 A: add variety description (12/66)
(O: ... at bottom)
a. (diamond)
b. (flower)
46. Mo 3430 A: add variety description (9/66)
(R: ... dots)
a. (two)(Vars.)
b. (no)
47. NY 3890 A: add variety description
(Ampersand sign is located ...)
a. (directly over S)(between SS)
b. (O&R: directly over S)
48. NC 3730 A: metal is A, not WM (12/66)
49. Pa 3765 B: R: should be GATE, not GATES

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

After four months each of rather extensive listings, things are a bit slack this month. It is just as well to have a breather in order to get caught up in other matters.

St. Mary's Hospital evidently obtained a new batch of tokens, and the wording is somewhat different from that on Ill 3250 D. While the hospital is not willing to sell me a quantity of the tokens, you may be able to deal directly by sending 25¢ with a stamped addressed envelope. Make sure you describe the token as the one with EAST and ILLINOIS spelled out in full.

The Lutheran Medical Center uses their tokens in a gate type of parking operation. They were willing to sell me a quantity of the tokens, but the cost was \$1.00 each. This I consider exorbitant, but if you wish to obtain the token directly from the hospital, use the address as on the token, send \$1 plus a stamped addressed envelope to the attention of Mr. Gerald Wolter, Comptroller.

Add a couple more rough ones to the Norfolk, Va., listings. The new M token has a different arrangement of the same words which appear on Va 3580 A B C and the new L. Now I wonder if tokens will show up for the other bank offices having the same obverse wording as our new M.

The additions and corrections listing carries several new variety listings. For some time I have been trying to decide how best to handle the variety listings. Many of the varieties listed for parking tokens are of what I would call "major" types, and many collectors would be interested in collecting them; other varieties are what I call "minor" types, and are not of as universal interest. What is my distinction between "major" and "minor" varieties? Admittedly it is quite arbitrary: I call a "major" variety one which may be distinguished with the unaided eye without the use of measuring instruments. Anything else is a "minor" variety. Henceforth I will list only "major" varieties, and the "minor" varieties will be left to the relatively few specialists who are interested in all varieties. The notation (Vars.) will be used to denote that minor varieties exist. In practising what I preach, please refer to the variety description for Mo 3430 A. It should be no trouble for even the most weak-eyed collector to distinguish between the a and b varieties. However, there exist 3 minor varieties of the major variety a. All the other variety listings this time are of what I call major varieties.

Don Edkins has been devoting a great deal of time and effort in techniques for describing the minor varieties. We have been corresponding for some time now on the possibility of Edkins issuing special listings of the minor varieties. If you have any interest in obtaining these special listings, please drop Don a line. What is most needed, I guess, is encouragement that such a listing is needed and would be used by enough collectors to make it worthwhile.

PTNIS members have a lean month this time--no tokens will be sent out. Remember though, I did suggest how you could obtain two of the new listings. In the last issue of The Fare Box I stated that Man 3900 A would be sent to PTNIS members. My intentions were good, but I was advised (after sending a money order in payment) that a new batch of tokens had been ordered and were due at the end of February, and that the quantity I desired would be sent at that time. So Man 3900 A will be sent out just as soon as I obtain the supply of tokens promised to me. The roster of PTNIS members is steadily growing and is nearing the limit of 100 members. There are still openings available for a limited number of collectors interested in using this service. Please write.

= FORTY-SEVEN A.V.A. MEMBERS SPONSOR 143 NEW APPLICANTS IN 1966 =
By Joseph Mark Kotler

Both the number of sponsors and new members were down slightly over 1965. The Editor returned to his leadership in number sponsored, after a year in 2nd place. Runner-up honors went to Jack E. Carman, our constant advertiser in COIN WORLD. Sponsors and numbers nominated follow:

Coffee 26, Carman 20, Kotler 18, Maseau 16, Rider 5, Bolz 3½, Joseph 3, Ritter-band 3, Schmal 3, Sherman 3, Mary Allen 2½.

TWO EACH: H.D. Allen, Davis, Horwitz, R.N. Rise, Ruggeri.

ONE EACH: Whitfield, Breitmeyer, Lee Sanders, Hinde, G.E. Johnson, Brandenburg, McKelvey, Ingalls, A.H. Erickson, Zaika, T.M. Murdock, Albun, Andrew Morgan, Moyer, Wold, Marie Johnson, Arthur Smith, Don Stewart, E.M. Rice, Yowell, Jackson, Ferguson, R.A. Butler, Dewey, F.P. Snyder, DiMichael, Heppner, Mandel, DeSantis.

ONE-HALF EACH: Strough and Jorgensen.

North Chicago City Railway (Ill 150 A) was founded in 1859; it operated the first street railway in Chicago. Henry N. Towner, whose name is on the token, was Treasurer of the firm from 1867 to 1873, which indicates that the black celluloid tokens were issued between those dates.

- J.M. Kotler

THE FARE BOX

A Monthly News-Letter for



Transportation Token Collectors

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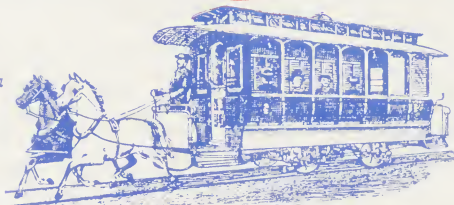
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VOLUME 21, NUMBER 2

FEBRUARY, 1967

OUR 236th ISSUE

This issue goes to press at 8 pm, Tuesday, March 7. Fortunately there is a long vacation coming up this month, so the March issue will be mailed in about two weeks. Please have all ads and articles for the March issue here as soon as possible.

We include photographs again this month, and will have them also in the March issue. Grant Schmalgemeier supplied us with the enclosed photographs at no cost to us, and we are grateful to him for thus making it possible to have a picture issue again.

Just received is the Parking Token Supplement issued by the Texas Area Vecturist Association. It is a beautiful job; its quality compares favorably with that of the catalogue itself, and it includes good photographs right in the text. This may be ordered from the Murdocks at \$1.50. See their ad inside this issue.

We've just learned that it cost us \$200 more to produce The Fare Box last year than we took in in dues! Thus, while you paid \$4.00 dues, it cost us about \$4.30 to prepare and mail your 12 issues of The Fare Box. Obviously this situation can't keep up indefinitely without the A.V.A. going broke. So we have to cut expenses as much as possible without curtailing the size or quality of our issues. One way you can help is to send us 25¢ when you change your address. It costs us 17.2¢ for the new plate, and we simply can't afford it. Another way is to buy one of our beautiful silver lapel pins. We make \$1 on each one sold, and they are well worth the \$2.75 price. Available from Don Mazeau, our Secretary. Another way is to write your congressmen asking them to vote against the proposed hike in First Class postage from 5¢ to 6¢ an ounce. If that passes, it will really put us in the red. And in any case, the post office actually shows a profit on First Class mail and airmail. It's the 2nd, 3rd, and 4th class mail that make the post office lose money. Why should the First Class Mail users have to make up the deficit created by the big magazines and mail order houses?

The membership roster this year is being prepared by Bob and Anna Butler as a separate booklet. It will not be part of The Fare Box, and it will go out separately by 3rd class mail. But since the zip code is required on 3rd class mail now, if we don't have your Zip code, we won't even bother to mail you one. So send us your zip number if you want to receive the roster. We also shall send you the 1966 Index to The Fare Box along with the March issue of The Fare Box in about 2 weeks. We hope.



- 935 EDWARD M. PFURR, SR. - 11 ENGLEWOOD AVENUE - WATERBURY, CONNECTICUT
Age 54; Apt. Supt. Collects U.S. only. (Hinde)
- 936 CAROLE A. MISDOM - 5 EAST 41st STREET, APT. 5 - BAYONNE, NEW JERSEY 07002
Age 28; Housewife. Collects U.S. only. (Robert Misdom)
- 937 CLARENCE W. RIGGS - 1511 Z AVENUE - LA GRANDE, OREGON 97850
Age 55; Electrician. Collects U.S. and Canada. (Vowell)
- 938 JØRGEN SØMOD - RADMAND STEINS ALLE' 41 - COPENHAGEN F, DENMARK
Age 23; no occupation. Collects Denmark. (Kotler)
- 939J RANDY B. OLSEN - 901 ROBERTA - BARSTOW, CALIFORNIA 92311
Age 15; Student. Collects U.S. (Nickell)
- 940 JOHN W. WILCOX - 310 WASHINGTON PLACE - NORTH BRUNSWICK, NEW JERSEY 08902
Age 46; Letter Carrier. Collects U.S., Canada, Parking. (H.D. Allen)
- 941 STANLEY L. BUCKLEY - 23 18th STREET - NEWPORT, KENTUCKY 41071
Age 54; Brewery Worker. Collects parking tokens. (Coffee)
- 942 NORMAN A. BAUGHAN - 5344 ASHBY STREET - NORFOLK, VIRGINIA 23502
Age 54; Lithographic Engraver. (H.D. Allen)
- 943 RALPH BASKETTE - 798 ST. CHARLES AVENUE, N.E. - ATLANTA, GEORGIA 30306
Age 52; Retired. Collects U.S. (Hinde)
- 944 HERB McCANN - 1700 Pueblo Avenue, Sp. 408 - NAPA, CALIFORNIA 94558
Age 42; Estimator. Collects U.S. (Borcher)
- 945 JOHN BARTUNEK - 1902 LEXINGTON AVENUE, N.W. - WARREN, OHIO 44485
Age 60; Pharmacist. Collects all types. (E.M. Rice)
- 946 L.D. BEAVER - 2111 MAUMEE AVENUE - FORT WAYNE, INDIANA 46803
Age 50; Insurance. Collects U.S. only. (Mazeau)
- 947 JOHN P. GAIMARI - 8309 NICHOLSON STREET - NEW CARROLLTON, MARYLAND 20784
Age 31; Certified Public Accountant. Collects all types. (Ed Lanham)

REINSTATEMENTS TO MEMBERSHIP

- 663 DAVE McMULLAN - 8108 LEONARD STREET - PHILADELPHIA, PENNSYLVANIA 19152
311 ROBERTO PESANT - 215 EAST 80th STREET - NEW YORK, N.Y. 10021

CHANGES OF ADDRESS

- Donald Capper - 14 Acresfield Avenue, Audenshaw - Manchester, England
Frank E. Hicks - Box 370 - Weaverville, California 96093
Walter Hinkle - 526 North 36th - Fort Smith, Arkansas 72901
Stuart W. James - P.O. Box 3-3398 - Eastchester Branch - Anchorage, Alaska 99501
John Palmer - P.O. Box 1665 - Port Arthur, Texas 77640 (new zip)
Robert A. Rieder - 51st MP Det. - APO, New York 09108
John D. Nevin III - 4962 Devon Drive - North Olmsted, Ohio 44070
James G. Tanner - 1709 Lombard Street - Philadelphia, Pennsylvania 19146

- BRIDGE TOKENS ONCE USED IN NANCY (FRANCE) By F.J. Bingen

In 1845 there was constructed a bridge over the river Meurthe between the city of Nancy and the village of Tomblaine, to replace the ferry which had been there for centuries. The toll rights for the ferry as well as for the bridge were in the hands of the family of Baron Buquet. Henry Alfred Leopold Buquet was mayor of Nancy between July 24, 1852, and June 16, 1869. It is without doubt that this Baron Buquet had struck the brass tokens with his initials A B on obverse and "PONT DE TOMBLAINE" on reverse.

The city of Nancy redeemed toll rights from the family Buquet in 1897, paying 258,000 gold francs in compensation, a considerable sum for that time.

This information on these remarkable French bridge tokens was kindly furnished by the present mayor of Nancy.

= ABOUT WOODEN NICKEL TYPE TOKENS =
By Duane H. Feisel

Among the problems with which the Catalogue Committee is wrestling is the one presented by the wooden nickel type fare tokens. In the parking token field I list only those tokens which were obtainable directly from the user, and then at the minimum 15¢ value. Whether or not this policy will continue is uncertain.

While there are some very legitimate wooden fare tokens, there are others which are on the fringe. It has concerned me when I see wooden nickel type tokens bring high prices at auction, because their actual worth in most cases is quite minimal. I do not mean to imply that anyone is being taken, since all bids are freely entered by the individual. But it appears that some persons placing these high bids are ignorant of the circumstances surrounding most of the wooden nickel type tokens in the fare category.

I am still trying to gather information about the manufacturers of wooden nickels plus other details that I need for a complete story, but enough is at hand to provide an eye-opening. In the numismatic literature one regularly sees ads from two Texas firms offering wooden nickels to collectors.

The first of these that I shall discuss is Numo Sales Company - 1515 Mapleton - Dallas 28, Texas. Numo Sales issues an illustrated catalogue of the wooden tokens they offer--wooden tokens for every imaginable type of business and occasion. These tokens are offered in a given assortment of 50 different for \$3.00, or individual selected tokens may be ordered at 10¢ each. In the catalogue I have, which was obtained some time ago, nine assortments of 50 tokens, or 450 tokens in all, were offered. Scattered among these assortments are a number which fit into the transportation fare category. Those I see listed are Ohio 230 Z (for which someone paid \$9.00 in auction, plus another \$9.00 for a companion piece, Ohio 230 Y!), Unid. 92A, 92B, 88, 83. Any of these available for only a dime!

The next company is The Wooden Nickel Company - Box 2134 - San Antonio, Texas 78208. The advertising is not as extensive for this firm, although what is offered is in greater variety. The firm offers forty miscellaneous assortments including such selections as service stations, drug stores, shoe stores, etc. An assortment of 50 of a given category runs \$3.00, and for certain categories assortments of 100 different are available for \$4.50. Also offered are "wooden dollars" and a "special assortment" of "errors, misprints, off-center, double prints, leftovers, etc." and here you can get up to 5,000 pieces for only \$42.00! So I ordered the "Number 28: Taxi, buses, parking" assortment of 50 different for \$3.00. The wooden pieces arrived about 3 weeks after I sent my order. There were exactly 50 pieces, but three of them arrived in broken condition. Of the 50 pieces only 29 fit the category title, the others being advertising pieces for moving companies, trucking firms, car sales, etc. Also there were three duplicate tokens, so only 47 different were received. In the parking area, there were two listed pieces (Ky 3480 Aa and NJ 3530 Aa) plus three unlisted pieces (Decatur Men & Boys Shoppe, 2nd Ave. No. Park & Lock, and Safe-Park). Three other pieces related to parking in an advertising vein were also included.

A comment about the list PT: Has anyone ever obtained either Ky 3480 A or B directly from the source? The reason I listed them is that I did receive a reply from the location although no tokens. On NJ 3530 A and B, I have personally visited the C of C offices and obtained the tokens, but on the A the only variety so obtained is the B. Note that I received the A in this assortment.

In the transportation area, nine of the pieces were simply advertising for cab companies. Among the wooden fare tokens currently listed I received Ohio 230 Z, Pa 1000 B, Pa 1000 C, Unid. 83, 88, 92A, 92B. Note that these identical tokens were also offered by the other firm, for the most part. Beyond that were five tokens which have not been listed: Gwynn Oak Park, Valley Taxi, Burt Cabs, Skylark Flying Service, and Valley Pilots Flying Service. Three of these five tokens carry locations, so I'll check for authenticity as far as I can. One point to note: at 50 pieces for \$3.00, the average cost per piece is only six cents.

For the wooden nickels there are two "stock" reverses, one an Indian head and the other a buffalo. On the buffalo design, the wording in part is "UNITED STATES" instead of "United States" as has been listed. The cost of having a token made with one side using the stock reverse is nominal, ranging from \$25 for 250 pieces to \$580

for 25,000 pieces. Printing is usually in black, but other colors are available for slight extra charge. It seems that placing an order also gives the manufacturer the right to make and sell as many of your tokens to whomever he wishes at whatever price he chooses, plus making them in a wide variety of reverse combinations, colors, off-centers, double prints, etc. This being the case, it is easy to see the size of the headache facing the Catalogue Committee. As well, it points up the fact that one should not pay big prices for wooden type tokens unless it is realized that the situation is as it is.

= LATIN AMERICAN TRANSPORTATION TOKENS =

Included with this are two pages (on one sheet) of photographs of some interesting transportation tokens of Latin America, plus two from Jamaica and one from Aruba, Netherlands West Indies. We assembled as many varieties of these tokens as we could in a brief time and photographed them. Included are tokens from the collections of Dan DiMichael, Don Mazeau, John Nicolosi, Duane Fiesel, and John Coffee.

Latin American transportation tokens, after those of Canada, are perhaps the most interesting non-U.S. issues. Many of them are old vulcanites, and many of them are quite rare. We regret that we couldn't include pictures of the most interesting one of all: the 3 oblong vulcanites from Barracus, Argentina, which picture a horsecar on them. But only one of each is known in this country, in Kenny Smith's collection. I don't know if he included photos of these in his new foreign catalogue or not, but I hope he did.

For some strange reason, many Latin American transportation tokens carry an English inscription. The Aruba, N.W.I., token is entirely in English although presumably Dutch is the official language on that island. Perhaps the tokens are used mostly by American oil company employees. But the Haiti token, used on an island where French is the official language, says "Good For One Fare" on its reverse. We wonder why. And several of the tokens have the company's name in English instead of Spanish, including those from Cuba, Costa Rica, Honduras, and Venezuela.

The inscriptions on some of the tokens are interesting. The rare Mazatlan, Mexico, vulcanite tokens say (among other things) "Broken Tokens Will Not be Accepted." This, according to Don Mazeau, is the translation of the reverse inscription of Mex 500 B, in addition to "good for one passage."

Many Latin American tokens were manufactured in the United States. Mexico 360 A, B, C, appear to be products of Meyer & Wenthe in Chicago...but, then, they were actually used in both sides of the border, on streetcars carrying gamblers to the race track in Juarez, and we may be certain that many patrons of this establishment were "Norteamericanos." We also know that the Coro & Lavelle Rail Road token was struck by Scoville Mfg. Co. in Waterbury, Conn, as were the Havana Electric Ry. Co. tokens. I obtained one of the Coro & Lavelle RR tokens right at Scoville several years ago, along with several of the Havana Electric Ry. tokens, both plated and unplated.

Of those pictured here the most beautiful is certainly the old Buenos Aires horsecar token. It is not rare, but still quite scarce. The unidentified token with the picture of the running messenger is in red vulcanite, quite a beauty.

The Panama token, whose reverse is blank, looks more like a trade check than a fare token. The word "Pasa Je" is two words on this token, and frankly I have my doubts about it.

Foreign transportation tokens are generally a fascinating field for collecting, and very little is known about the firms that issued most of them. We are grateful especially to the work of Messrs. Bingen and Hazevoet in Holland for bringing much light to the darkness which has obscured the history of European tokens in the past. Now if we only had someone with equal vigor and intelligence to work on the Latin American issues, we would be in his debt for a long time.

We may hope that Kenneth Smith's new printed catalogue of foreign transportation tokens will help stimulate more interest in the non-U.S. & Canada field, and result in a general increase of our knowledge in the exotic field of vecturla.

TRANSPORTATION TOKENS OF LATIN AMERICA AND THE WEST INDIES



Argentina 160 E



Argentina 160 G



N.W.I. 80 A



Brazil 700 A



Brazil 700 D



Chile 420 G



Chile 320 C



Costa Rica 760 A



Costa Rica 760 C



Costa Rica 760 D



Costa Rica 760 E



Cuba 180 A



Cuba 180 B



Cuba 480 C



Cuba 480 B



Cuba 480 D



Cuba 480 F



Cuba 720 A



Haiti 600 A



Honduras 320 B



Honduras unlisted



Jamaica 420 A



Jamaica 420 C



Panama 680 A



Peru 90 A

TRANSPORTATION TOKENS OF PERU, URUGUAY, VENEZUELA, AND MEXICO



Peru 480 B



Peru 480 C



Uruguay 460 B



Uruguay 580 B



Venezuela 220 A



Venezuela 240 A



Mexico 60 A



Mexico 360 A



Mexico 360 C



Mexico 480 B



Mexico 500 P



Mexico 540 B



Mexico 540 C



Mexico 570 A



Mexico 580 B



Mexico 580 D



Mexico 580 C



Mexico 640 A



Nuevo Laredo, Mexico



Mexico 640 B



Unidentified

= JANUARY MEETING IN TEXAS =
By Pat Murdock, T.A.V.A. Secretary

The Texas Area Vecturist Assn. met at the Stagecoach Inn at 11:00 a.m., Saturday, January 21. Present were: Mrs. C.B. Allen, Cleveland, Murdock and Murdock, Clymer, Irwin, Lewis, Medley, Reidling, Strough, and four visitors: Mrs. Clymer, Mrs. Medley, Mrs. Reidling, and Dr. Buddy Patterson. Dr. Patterson applied for membership at the meeting. He collects military insignia and has a huge collection, and we hope we can also interest him in tokens.

It was announced that T.A.V.A. is to publish the official supplement to Feisel's Catalogue of Parking Tokens, and that our "Token Talk" is to list Feisel's Texas military tokens.

This was one of our better meetings as quite a few tokens changed hands before we all went home. Next time should be very good, too, as it is our annual business meeting and more people will be there. Plans have been made to show some slides of tokens and other things pertaining to our hobby then. Everyone interested in tokens, whether or not you are a TAVA member, is welcome.

NEW FINDS

One of the chief attractions of transportation token collecting is the fact that collectors can still find rare tokens in unusual and unlikely places. Don Mazeau led off the month with the find of a beauty: the Minn 730 A from St. Cloud, in perfect condition. This is only the second, or possibly the third, of these known. (Don has since traded it off to a certain Boston collector for some rare Latin American tokens, including Peru 90 A and Mexico 500 B, among others.)

Kenneth Smith was at a coin show recently, going through a mixture of miscellaneous tokens, and he came up with one of the rarest parking tokens, Calif 3450 A in excellent condition. He doesn't collect parking tokens, so says he will trade this one for something rare in transportation tokens or passes.

Harry Sailor of Warren, Minn., had some luck recently. As he describes it:

I was going through Des Moines, Ia., last summer while on a trip. I spotted a second hand store. This I had to look into. The elderly lady I talked to was the owner of the store. Yes, she had some transportation tokens and they would cost me 25¢ each. I tried to bargain for the lot (about 200 tokens). I wanted to check thru them for what I might need after I returned home, then use the remaining dupes for trading. But no, her price was 25¢ each and that was that. So I proceeded to check over her tokens while sitting on a second hand chair at a second hand table. She was very kind and friendly except that her price never changed. I showed her my Atwood Catalogue wherein the prices were 15¢ for the common tokens. Again she says, "My price is 25¢ each, take them or leave them." About that time I saw a token different from the rest, aluminum, about penny size, with a 5-pointed star in the middle, but the star was copper! I knew without checking my catalogue that I needed this one. I picked out seven more that I figured would be good for trading, and paid the lady the \$2.00 that she wanted for the 8 tokens. That evening I stopped in Ottumwa, Iowa, for a meal. While waiting for my food, I took out the Atwood Catalogue to identify my star-imbbed token. To my surprise I was now the owner of a census token issued by the Sioux City Traction Company, namely Iowa 850 I. And I had been forced to pay 25¢ for it!

Mr. Sailor's token was indeed a find. Until now the only one known was in Harold Ford's collection. It is the rarest of the inlaid tokens.

Closing out the finds of the month, the Editor recently acquired the horsecar token from Lincoln, Nebr., with the wheel on it, Nebr 540 K. Which puts me only one behind Norm Sherman in the horsecar token category. Still need four from Lincoln to complete, though.

Des Moines, Iowa, maintains the distinction of having the highest fares in the nation. Fares were just hiked to 35¢ cash, 5 tokens for \$1.60!!

1794 U.S. large cent, V.G. observe with bold date; About Good reverse--will trade for fair offer in U.S. or foreign transportation tokens.

Donald N. Mazeau - P.O. Box 31 - Clinton, Conn. 06419

FOR SALE: 20 diff. transp. tokens \$2; 30 diff., \$3.25. Postage helps. Also will trade for any TT's I need. I collect western states TT's only. Send me your trade list. Will trade English trade token for 8 U.S. TT's.

W.E. Davis - P.O. Box 202 - Littleton, Colo. 80120

TRADE TOKEN COLLECTORS, ATTENTION! The first of the 50 state trade token books is out. "TRADE TOKENS OF WISCONSIN" 224 pages with many pictures. \$5.00 postpaid from the author = Gerald Johnson - 1921 Chase St. - Wisconsin Rapids, Wis. 54494 Will send different TT or PT plus postage you've expended for each different personal calling card token received. Will add my personal wooden nickel free if requested. Also selling fantastic mixed grab bag assortments of coins, medals, tokens, other numismata, for \$10--try one for kicks or investment. Surprises galore.

Car G.W. Gallagher - 568 Pinetree Road - Jenkintown, Pa. 19046

FOR TRADE: Calif 240 A, 445 B, 630 G, 835 A C G. Will trade for other U.S. TT's. Lazear Israel - 936 S. Genesee Avenue - Los Angeles, Cal. 90036

I NEED ANY OF THE FOLLOWING PENNA. TT's: 15 A B C D F H K, 20 A, 55 A, 65 A B E F G I J L M O P, 105 B, 110 C D E F G, 115 A B, 125 A, 130 A B, 135 A B, 165 A B C D F G H, 175 A B, 180 A, 195 D H K L, 197 A B, 255 A, 265 A, 280 B, 305 A C, 315 A B C. I have many Cincinnati and Ohio Civil War tokens for sale.

Dr. Herman M. Aqua - 487 Bennett Street - Luzerne, Pa. 18709

AUCTION TO HIGHEST BIDDERS: Alas 300 H, 450 K; Conn 210 A; Cal 760 E; Ky 510 AP; Md 60 J AK AL; Pa 70 A; Va 120 A, 600 A B D F I J L.

B.R. Rogers - P.O. Box 10038 - Norfolk, Va. 23513

WILL TRADE FOR OTHER TOKENS OF IDENTICAL VALUE or highest cash bids: Ill 420 A; Ind 200 A, 520 B. FOR SALE: 525 15¢ tokens all different, \$110 postpaid. Money order please. 30 diff. \$4.50. Want to buy collections.

Lowell Krommiller - 327 Ransom - Ripon, Wis. 54971

AUCTION: Ala 40 A; Ariz 1000 E; Colo 260 A; Conn 290 I, 345 B; Fla 380 P, 530 H, 860 A; Ia 30 D, 300 E, 850 K; Kans 600 A, 820 A; Ky 250 C, 480 L, 510 Pb AO; Md 60 U AD AO; Mass 115 K AD AE; Mich 75 B, 360 A; Minn 540 F, 760 F; Mo 420 B, 860 F G, 910 Ka M, 997 D; Neb 540 M N O, 700 Y; NJ 30 A; NM 430 B; NY 25 A, 80 A, 615 F, 630 AJ, 715 A, 780 B D, 945 D; NC 670 A, 980 C; ND 320 A, 960 A; Ohio 10 E, 15 B, 175 Z, 440 C, 520 C, 535 D, 750 A; Okla 590 D; Ore 700 B I; Pa 150 B, 985 E, 1000 A (Pe); SC 880 Aa, 997 C; Tenn 430 A; Vt 150 C E; Va 120 B, 600 A B C D F I; Wash 780 K, 970 A; Wis 600 B, 790 A; DC 500 AC, 997 B; MS 23 A; Time Table F G; NS 450 A, 850 C; Ont 150 A.

Duane H. Feisel - P.O. Box 11661 - Palo Alto, Calif. 94306 (paid adv.)

FOR SALE Poor's Manuals of Public Utilities, 1930, 1931, 1933, 1934, 1935. Each full of information about companies operating rapid transit, trolleys, buses, electric services, etc. Postpaid in U.S.A., \$9.50 per year or will trade for tokens I need.

George Schroder - 78-14 160 Street - Flushing, N.Y. 11366

I WILL SEND 2 different 5¢ brass trade tokens for any U.S. transp. or parking token that cats. 15¢ or 20¢; 3 diff. for a 25¢ or 30¢ token; 4 diff. for a 35¢ or 40¢ token, or 6 diff. for a token cat. 50¢ or more. Enclose stamped envelope please. Have many trades.

= Walter H. Neemann - Dunbar, Nebraska 68346

WANTED: Ariz 80 B E, 640 A C F, 840 B C E; Del 900 B; Colo 60 C, 140 A B, 300 C; 340 A C D E, 440 A B D E F, 460 A B C D E, 640 A B, 760 C D E F G H I M O; Fla 105 A, 110 A B, 180 A, 290 A B, 370 A, 440 A B, 520 A B C, 540 A B C, 630 A.

George H. Wyatt - Skylark Lane - Lunenburg, Mass. 01462

Have a small quantity of Colo 760 O in nice condition, 25¢ each. One only for each stamped envelope. = R.V. Brandenburg - Box 3132 - Pueblo, Colo. 81005

FOR SALE AT 25¢ EACH: Ala 120 G; Ark 360 B D E F, 450 B, 885 A; Haw 240 E; Okla 20 A, 70 B C, 180 A, 280 A B C D, 330 E, 380 A, 570 A, 590 A, 800 A B C D E, 810 A, 860 B E M O; Tex 145 A, 255 G I J, 570 A, 925 A B C, 940 B; at 30¢ each: Tex 445 Aa, 985 B = H.C. Reidling - 11516 Flamingo - Dallas, Tex. 75218

TRADE (2) Colo 340 B (wide & narrow "C") for any TT cat. 25¢ or TT from state capitals or TT from Colo. that I need. Have other Colorado TT's for trade.

Syd Joseph - 870 So. Hudson St. - Denver, Colo. 80222

WANTED: Minnesota chauffeur licence badges. Will buy or trade. Write first.

Ross Thorpe - 181 W. Chalmers Ave. - Youngstown, Ohio 44507

AUCTION OF MATERIAL FROM THE COLLECTION OF THE LATE PHILIP EASTERLY FOR THE BENEFIT OF HIS WIDOW. (#1) 51 tax tokens from 12 states all diff., cat. value \$7.25. (#2) 263 tax tokens from 12 states 33 diff., cat. value \$27. (#3) 1952 edition of Atwood Check List. (#4) 1958 Atwood Catalogue loose leaf. (#5) 102 pages of Smith's Foreign Check List loose leaf. (#6) 11 pages of Schwartz Die Variety List. (#7) 1956 Fare Boxes minus April. (#8) 1957 Fare Boxes complete. (#9) 1958 Fare Boxes complete. (#10) 1959 Fare Boxes complete including die vars. list. (#11) 1960 Fare Boxes complete. (#12) 1961 Fare Boxes complete, except for August. (#13) 1964 Fare Boxes for Sept., Oct., Nov., Dec., + Oct. 1963. (#14) 1965 Fare Boxes less April; (#15) 61 paper transfers including 19 from Chicago (1964 set). (#16) 745 Cleveland passes 1952-60 complete includes 125 school passes 1960-62 and some duplicates. (#17) covered bridge material - 50 color postcards, 20 photographs, 4 color pictures, 42 pages of notes on location & sizes of bridges, large accumulation of newspaper clippings & pictures. ALL BIDS SHOULD BE SENT TO Mr. Freeman, who is handling bids for Mrs. Easterly.

Larry G. Freeman - 2427 Torrington Avenue - Parma, Ohio 44134

HELP! Urgently need Texas merchant trade tokens and prison tokens from everywhere. Have trade tokens from most states to trade. Also have coal mine and bar tokens to trade for any of the above. Am interested in purchasing parking token collections. Mrs. Pat Murdock - P.O. Box 411 - Mesquite, Tex. 75149

BRANFORD, CONN. 50¢ tokens are no longer in use. Limited supply of Conn 30 A for sale at 2 for \$1 including 1 Aberdeen & Rockfish RR N.C. unused passenger ticket & stub plus a surprise. Send stamped envelope. Limited supply. Funds go for wire, over 600 feet for new extension to Short Beach for trolley museum at Branford. W.G. Fyler - Drawer #7 - Babson Park, Fla. 33827

FOR SALE: Strawberry pickers tokens issued by Ed. Fuhr / Republic, Mo. / 1 Box / 2 Boxes, 4 boxes. Alumn. \$1.50 each. I have 1 of each. Old Detroit, Mich., bar tokens issued by John Lambrecht Cafe 1211 Orleans Good For 10¢ in Trade, brass, 50¢. 50 sales tax tokens from Ala., Mo., Kans., Utah, Wash., \$2.25.

A.W. Siebert - 10201 Plymouth Rd - Apt. 15 - Detroit, Mich. 48204

TRADE PT's: Va 3660 Ba; Va. TT's: Va 580 K at cat. Va 580 L, \$1.50, trade only for Pt & TT's that I need. Have a FARE TICKET #4462 issued by South Carolina Railroad Co. dated July 1, 1873 in 5 denomination, fine cond., to trade for best offer in PT's or TT's that I can use. = K.T. Hall - 130 Stanley Dr. - Williamsburg, Va. 23185

HAVE SO-CALLED DOLLARS to trade for Western TT better than average: Trans Mississippi; N.Y. Crystal Palace (HK #6); McCormack so called 460 H K pg 66. for cat. value in transp. tokens or trade tokens preferably brass.

Paul Stewart - 3356 Leyden - Denver, Colo.

SEND \$1.00 for year's subscription to monthly list of transportation, trade, Civil War, store cards, and most other kinds of tokens for sale. SET OF BI-METAL TRADE TOKENS: Farmer's Mercantile Co., Dwight, Nebraska, 5 denominations \$1 thru 5¢, price \$12.00 per set. = Marie A. Johnson - Box 176 - Tecumseh, Mich. 49286

TRADE 3 Southwestern Ohio Coin Club wooden anniversary wooden nickels for any parking token sent. Trade 3 parking tokens, my choice, for any telephone token sent.

Melvin H. Hays - 6940 Rutherford Ct. - Cincinnati, Ohio 45239

WANTED: CALIF. TT's THAT CATALOGUE \$2.50, \$3.50, \$5.00, \$7.50. Also the patterns, passes and zone checks. I will trade tokens of equal value from your state or others. = Norman E. Sherman - 4295 Marina Drive - Santa Barbara, Cal. 93105

FOR TRADE: Ariz 80 A; Cal 525 C D, 575 M N O, 715 I N O; Colo 775 J, 835 C; Conn 210 A, 290 N P, 305 D P Q; Fla 460 A, 880 E; Ill 70 J K, 150 R Y AA, 190 F, 285 E, 370 C, 440 B, 460 I, 495 C F, 510 B, 530 E, 600 B E, 665 A, 685 B, 690 B, 755 E, 760 F H, 765 A, 890 E; Ind 180 C, 290 C, 350 B C, 460 T U, 490 A, 520 E, 740 A, 930 E H, 940 A. Robert Kelley - 6315 Parkview - Mason, Ohio 45040

WILL TRADE 1 TT (cat. value 25¢ my choice) for any Hickey Bros. trade check I need or any telephone token or Goetz slug (except France). Just send. For sale, telephone token New York #1 (Buffalo - nickel token) \$1.50 + SAE.

Foster B. Pollack - 1841 Broadway, Rm 701 - New York, N.Y. 10023

SUPPLEMENT TO ATWOOD'S CATALOGUE, bringing the 1963 Atwood Cat. up to date as of the December 1965 Fare Box, for sale only \$1.50 postpaid. PARKING TOKEN NY 3630 A, issued at 1965 AVA Convention, \$1.50 pp. Join N.E.V.A., only \$1.00 per year.

North Eastern Vecturist Assn. - 1841 Broadway, Rm 701 - New York, N.Y. 10023

CENSUS TOKENS FOR CELLULOIDS & VULCANITES. Will trade Ala 560 P; Fla 230 B, 380 Y, 530 A; Iowa 640 K H M I; NY 630 O M L; Ohio 35 C; Ohio 175 H; Pa 745 D, 760 A, 940 A, 965 H; Tex 890 B, 360 A, 965 D; Wis 870 B -- for the following which I need: Ark 435 A; Ia 110 B; Ky 510 G; Minn 230, 540 B; NY 35 A; 997 A; Ohio 175 C S, 230 E, 270 A, 475 A C; Pa 15 C D, 725 E, 765 E L N, 840 A B; RI 620 B; Va 580 C; Unid. 34.

Joseph Allis - 48 East 29th Street - New York, N.Y. 10016

TRADE MO. 910 A (St. Louis & Jennings Ry.) for any La., Miss., token value \$2 up.

Also trade La 30 D E F, 80 A, 490 A, 670 A B C D, 810 F; Miss 350 A B, 360 A, 460 J, 500 A, for any La. 30 A B, 100 A, 520 A, 620 A B; Miss 320 D E, 460 A B C D K L, 620 A, 720 E F, 900 C D E F K L. Will buy or trade.

Lou Crawford - Box E - Long Beach, Mississippi 39560

AUCTION ONLY: Ill 150 A; Kans 820 A; NY 630 I; Ohio 860 A; Pa 320 A, 585 A; Tex 690 A; Iowa 150 A; Wis 980 A. WANTED: issues of The Fare Box before 1953; also will swap personal store cards; I have 6 diff., with many varieties.

H.C. Schmal - Box 5238 - Phoenix, Ariz. 85010

SPECIAL OFFER: 200 different transportation tokens for \$23.00 postpaid. My regular listings of other tokens available in return for your stamped envelope.

Ralph A. Hinde - 225-30 106th Avenue, Queens Village - Jamaica, N.Y. 11429

JUST BOUGHT 10 pc each of NY 360 B C D at much over catalogue. Will sell them at \$2.25 per set; first 10 orders get them. FOR TRADE for tokens I need: NY 785 A 25¢, 785 C 75¢, 505 A 25¢; Ark 3405 A 25¢; NJ 3300 Bb 25¢; None for sale.

Sam Ruggeri - 1018 S. Carley Court - North Bellmore, N.Y. 11710

CATALOGUE OF WORLD TRANSPORTATION TOKENS AND PASSES EXCEPT NORTH AMERICA, First Edition, at \$5.00 each either bound or unbound; please specify which. Add 50¢ if outside U.S. Make check or M.O. payable to Kenneth Smith, and order from: Kenneth E. Smith - 328 Avenue F - Redondo Beach, Calif. 90277

RESULTS OF LAST AUCTION: Ind 90 A, \$1.75. I have over 500 dupes for sale, around 800 for trade for ones I need. S.A.E. receives my lists. Your trade, sale & auction lists welcomed. Will sell 400 diff. (NO VARS. abode etc.) state best cash offer. Also 40 diff. from 40 diff. states.

Ray Ingalls - 739 Buchanan - Indianapolis, Ind. 46203

FOR SALE: transp. tokens all from New York State, 100 all different, \$25.00, pp. Previous offers in previous issues still available.

N.S. Horwitz - P.O. Box 375 - Utica, N.Y. 13503

Philippines 700 G H I including the scarce THIN var. (4 tokens) will trade for tokens I need cataloguing from \$5 to \$6 in either transp. or park. tokens or?? What sort of trade have you? Also, 700 G H I but no thin token (3 tokens) will trade for tokens I need as above, for from \$4 to \$4.50 cat. value or what sort of trade have you? First come first served, esp. on the 4-token set. ALSO FOR SALE: Que 620 AD, AE, \$1.20 per set. = J.G. Nicolosi - 3002 Galindo St. - Oakland, Cal. 94601

FOR SALE AT CATALOGUE: Fla 930 A; NH 240 A; WVa 240 B, 15¢ each; Conn 290 N, 560 I, Ky 510 BS; Mass 355 C; NH 640 M, 20¢; Cal 450 K, 575 O; Conn 210 A, 290 P, NJ 885 A, Fla 530 H; ND 560 A, Ohio 165 AF; Ore 700 I; Pa 70 A, 775 B; DC 500 Z, 25¢; Conn 305 R; NY 630 AO, 30¢. Postage please.

A.A. Gibbons - 1121 Mulberry St. - Scranton, Pa. 18510

FOR TRADE: send me one nice half-dollar size medal or token commemorative or exposition effort, etc., plus postage for one NY 945 D, Watertown-Brownville Line, Unc.

J. Marshall English - 3500 24 Ave. No. - St. Petersburg, Fla. 33713

I WILL TRADE one TT my choice for one of your personal tokens. If you have more than 1 diff. personal token, OK.

Robert Misdorn - Box 731, Pamrapo Station - Bayonne, N.J. 07002

TRADE 3 DIFF. TT's for every parking token I need that cats. 25¢, 6 diff. for PT of 50¢ cat. All TT's my choice, but have many diff. ones to trade. I have some paper tickets to trade for best offer in TT's or PT's, also trade transfers and schedules. One ticket is very old, dated Sept. 12, 1855 / FOR NEW YORK / STEAMER MANHATTAN / GOOD THIS DAY ONLY.

Don McKelvey - 2822 19th Avenue - Port Huron, Mich. 48060

FOR SALE: Kans 980 A B, \$1.25 each; C D & E, 35¢ each; Kans 880 B, 35¢; Ill 440 A, 35¢, B 50¢; Mo 230 A, 35¢, B 50¢; Mo 420 C F G, 35¢ each; Tex 275 B C D E, 35¢ each.

Lewis D. Withington - 1320 East 10th - Hutchinson, Kans. 67501

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SPECIAL ASSORTMENTS: NO 15¢ tokens in these lots (all cat. above 15¢): 10 diff. \$1.95; 20 diff. \$4.00; 25 diff. \$5.75; 30 diff. \$7.65 (my choice of tokens). Also, my regular lots, 100 diff. my choice \$11.50; 200 diff. \$26.00; 300 diff. \$42.00 -- in 2x2 kraft envelopes, pp.

K.V. Hayes, Jr. - 209 Brown St. #6 - Vacaville, Calif. 95688

BRIGHTON CORPORATION TRAMWAYS (England): brass and alum. fare tokens used by postmen, \$1 each. They're obsolete and not easy to find....Old Galata Bridge token of Istanbul with Arabic writing \$1....Bergen, Norway, sq. alum. streetcar token 40¢, 3/4\$1.... Leigh, England, set of 3 fibre tokens 50¢....Göteborg, Sweden, red and blue ferry tokens, 50¢ each....Personal tokens made to order....Postage please.

J.M. Kotler - P.O. Box 248 - Glencoe, Ill. 60022

NOW AVAILABLE FROM THE CHICAGO AREA TOKEN & MEDAL SOCIETY: large cable car button "Conference on Transportation Tokens" 50¢....5-page "Geographical Directory of A.V.A. Members" plus 4 maps of Illinois transport, parking, Civil War, and provisional sales tax tokens 50¢....Nickel-silver medalet honoring Ralph Freiberg, only 200 struck, \$1Support your regional token clubs.

Grant B. Schmalgemeyer, Jr. - 1317 West Eddy Street - Chicago, Ill. 60657

WANTED: TT's in large quantities. If you have 100 to 3000 of a kind, I will offer you a swap for other TT's that will be very favorable to you. Please state Atwood #s and quantities of your pieces in your first letter.

Max M. Schwartz - 28 West 44th Street, Rm 421 - New York, N.Y. 10036

A check, like new, dated Nov. 14, 1898, The Barksdale Denton & Co. (Grocers, Cotton Factors & Commission Merchants) paid a bit of freight of \$102.55 to Lee Lines, endorsed Lee Line Steamers, orange Internal Revenue stamp. Stephans Litho. Eng. Co. St. Louis. Slit design cancellation. FOR HIGHEST BID. Also Ky 10 O coated; Pa 70 A B.u., Wash 780 S B.u.; Wis 3510 N.

A.H. Erickson - 3125 N. 49th St. - Milwaukee, Wis. 53216

TRADE FOR CANADIAN transportation tokens: J. Derbecker General Merchant, Neustadt, Ont., value \$1.50, 25¢, 10¢, 5¢, and Froschheuser, Cigar Store, Hastings, Nebr., value 25¢ (2 vars.), 10¢ (3 vars.), 5¢ (2 vars.) and C&H Pool Hall, Custer, So. Dak., value 25¢ and 10¢.

Barry Uman - 4155A Mackenzie Street - Montreal 26, Quebec

WANTED: all types of numismatic material from Virginia--early tokens & medals, trade checks, paper & metal scrip, etc. Especially want scarce transp. tokens & cardboard tickets. Will buy, or have hundreds of Civil War, hard times, & other tokens to trade. = David E. Schenckman - P.O. Box 11164 - Norfolk, Va. 23517

MY TRADING LIST IS NOW READY: send me a copy of your trade list and I'll return your list to you with the pieces I am interested in, along with a copy of my trade list. I am mainly interested in tokens that cat. 25¢ and up. I have many interesting tokens to trade, you will be surprised. Also I desire governor & senator political buttons. = Robert E. Paige - 225 Lincoln Ave. - Collingdale, Pa. 19023

PARKING TOKEN SUPPLEMENT to Feisel's Catalogue for sale by Texas Area Vecturist Association. Has all tokens not in the catalogue thru December 1966. 54 pages, and 65 tokens are pictured! Sale price \$1.50. Make all checks payable to "T.M. Murdock" to facilitate cashing, please.

T.M. Murdock - P.O. Box 411 - Mesquite, Texas 75149

THANKS EVERYONE for the great response to my ad last month. This month I need personal calling card tokens for a display. I will trade 1 15¢ token for one or 1 25¢ token for two and I will send you a nickel for your postage. Now you can't beat that! = Jeffrey R. Brashares - 825 Peaceful Path - Mansfield, Ohio 44907

WANTED: transportation tokens of British Isles. FOR SALE: Canton, Mo., commemorative medal picturing the old Canton ferry, \$1.50 B.U. Also SET OF 5 ROCK ISLAND (ILL.) CENTENNIAL BRIDGE tokens (ILL 760 L M N O P) for sale at \$1.75 per set. Iowa TT's wanted, also zone checks.

E.W. Cummings - Box 274 - Fairfield, Iowa 52556

I regret that I have been unable to answer mail recently, due to a bad fire in my home. Please bear with me until I can get organized again. Will handle trade offers from my ad as soon as possible. Thanks!

Ralph DeSantis - 108 North Main Avenue - Scranton, Pa. 18504

BEST CASH OFFER TAKES THE LOT. No individual tokens sold from lot. Will trade for zone checks I need...NY 10 J, 25 C E, 35 D H, 60 A, 70 A, 75 B, 80 B C E F H K L, 105 D E F G H I J K, 150 A B, 210 A B, 230 A B C E F G H I, 235 A, 305 A, 310 A, 360 B, 380 D, 425 D E F, 440 A, 445 C D E F G, 505 A, 615 A C D F, 629 G, 630 W T A B A C, A D A G A H A I A K A M A N A O, 631 G Q S, 640 C F, 675 B, 715 A, 745 B, 760 A B C, 780 F G H, 790 A B C D, 800 A, 810 B, 830 C, 875 E I J N P S, 890 D, 905 B C F, 945 G, 955 A, 995 A. = George W. Diehl - Fort Loudon, Pa. 17284

HOW MANY DEPOTEL TOKENS DO YOU OWN? I still have a few Tex 965 I, used prior to 1900 on horse-drawn hacks of Baker's Transfer, Weatherford, Texas. Will sell for \$15.00 cash. Also still have a few of the rarer Tex 965 J, aluminum octagonal depotel; if interested will trade or sell for cash. Write for details. **ALSO FOR SALE, NH 240 A:** 25¢ for old die, 50¢ for new die (quite different), plus stamped envelope. John M. Coffee, Jr. - P.O. Box 1204 - Boston, Mass. 02104

ATWOOD'S CATALOGUE OF U.S. & CANADIAN TRANSPORTATION TOKENS, 480 pages cloth-bound, size 6x9, 27 photographic plates, 61-page index of obverse inscriptions so you can locate the origin of any token immediately by means of its inscription. Price to A.V.A. members \$5.50 postpaid (\$7.50 to others).

FEISEL'S CATALOGUE OF PARKING TOKENS OF THE WORLD, published 1966. 160 pages with photographs of tokens right in the text. Size 6x9 cloth-bound. A few loose-leaf copies still available, same price. Price to AVA members, \$3.50 (\$4.50 to others) postpaid. All orders shipped within 24 hours of receipt. **YOU NEED THESE VALUABLE REFERENCE BOOKS.** All cat. numbers used in The Fare Box are from these catalogues.

American Vecturist Association - P.O. Box 1204 - Boston, Mass. 02104
BEAUTIFUL STERLING SILVER MEMBER'S LAPEL PIN, perfect replica of official A.V.A. seal picturing trolley car. Show your colors, and wear one of these little (approx. 16mm diameter) lapel pins. We have just had 100 made, and a few are still available to members. Price \$2.75 postpaid (A.V.A. treasury makes \$1 on each one sold, and we need the money!). Shipped within 24 hours of receipt of your order. Order from A.V.A. Secretary Donald N. Mazeau - P.O. Box 31 - Clinton, Connecticut 06413.

= ALL AUCTIONS IN THIS ISSUE CLOSE MARCH 31 =

Advertisements in THE FARE BOX are free to A.V.A. members. Up to 6 lines in every issue, if desired. Ad should be sent to the Editor, on a postcard or separate sheet of paper including name, address, and Zip Code. Please either type or print; the Editor is getting gray hair trying to decipher some of the hieroglyphics he receives in the form of "handwriting" from members in ads!

If you run an auction, it may only include tokens catalogued at 25¢ or over in Atwood which are obsolete. Current tokens, regardless of value, may not be included in auctions.

Ad must be submitted each month (don't send several at one time), and must be different each month (don't ask us to run the same ad more than one time).

If your ad runs over 6 lines, it will be cut to 6 lines unless you specify on the ad sheet that you are willing to pay 85¢ per line for any over six.

I would like to thank all the members of A.V.A. who were so swell to me during my recent illness, for sending cards, letters, long-distance phone calls, as well as many visits by local members. I do appreciate all of them and would like to say that I am improving and expect to return to work very soon. Thanks. = JOHN CLYMER

The American Vecturist Association extends its sympathy to Bill Carr at the loss of his wife Mary on December 23, 1966. Many of us knew her and were very fond of her.

Pittsburgh District Token Collectors will meet again April 2. Collectors are asked to call Harry Bartley at 761-7412 to check on the location and time. Or write him.

= FEBRUARY SUPPLEMENT TO ATWOOD'S CATALOGUE =
By Ralph Freiberg

KANSAS

McPherson 640 (Location reported by Marie A. Johnson)[ex-Unidentified #40]
J. SOLANAS & CO. TRANSFER LINE (OMNIBUS)
B o WM 33 Sd (blank) \$5.00

MINNESOTA

International Falls 410 (Location reported by Marie A. Johnson)[ex-Unid. #97]
AMERICAN FERRY. ONE TRIP L.W. WILSON.
B o A 25 Sd (blank) 3.50
Lakeville 430 (Location reported by Marie A. Johnson)[ex-Unidentified #60]
R.T. CO. J.J. BREHER
A o A 21 Sd Good For 1 Ride 3.50

MONTANA

Dillon 260 (Location reported by Marie A. Johnson)[ex-Unidentified #12]
GOOD ONLY ON NORTH SIDE BRIDGE FOOT PASS.
A o B 25 Ch R.L. Orr Supt. 3.50

SOUTH DAKOTA

Nowlin 725 (Location reported by Marie A. Johnson)[ex-Unidentified #102]
GOOD FOR 1 RIDE IN JACOBSON'S CARRIAGE ONE MILE LIMIT
A o A 25 Sd Good Only From 8 a.m. to 7 p.m. and From D.W. Depot 5.00
[D.W. Depot = Dakota Western Railroad Depot]

UNIDENTIFIED

(Reported by Daniel DiMichael)
McBRIDE & MILLER GOOD FOR ONE RIDE
117 B 26 Sd (blank)[obverse letters incuse]

= NOTES BY JOHN COFFEE =

Ralph Freiberg had nothing to report this month, but Marie Johnson had sent me the locations of several of our old mavericks, which she learned by searching through old books. The J. Solanas firm was in business in 1907, we know, in McPherson, Kans. Of course it could also have been going before and after that date. The other firms that issued the above tokens (except Unidentified #117) are known to have been in business in 1912, which helps somewhat to date the tokens. Louis W. Wilson, in addition to operating the American Ferry in International Falls, Minn., also owned the Hotel Koochiching in that city, in partnership with his brother John E. Wilson.

It is always gratifying to find the homes of tokens on our unidentified list, and collectors who do this for us earn our special gratitude. Any token listed on the Unidentified List is a measure of our failure as cataloguers.

Dan DiMichael obtained Unidentified #117 in a coin dealer's auction, and we have not the slightest idea of its home. It could be Canadian, or perhaps a U.S. depotel.

= FEBRUARY NEW ISSUES SERVICE REPORT =
By John G. Nicolosi

There is nothing new to report this month, but we have a nice one on the line for next month for you, as well as several from Canada as soon as we can get them. You won't get these, however, unless your balance is large enough to cover their cost. If you didn't receive the new issues last month, it was because you didn't have enough to cover them. Check on this, because there are many A.V.A. members waiting to take your place if you do not maintain a balance sufficient to pay for the new issues.

= FEBRUARY SUPPLEMENT TO FEISEL'S CATALOGUE OF PARKING TOKENS =
By Duane H. Feisel

CALIFORNIA

Azusa 3045 (Reported by John Coffee)
CITRUS COLLEGE
A WM 25 Sd (same as obverse) \$0.25

ILLINOIS

Chicago 3150 (Reported by Jerome Archer)
LEO ANDREWS /
BG B 23 Sd Parking 1.00
Harvey 3385 (Reported by Jerome Archer)
FIRST NATIONAL BANK IN HARVEY 1st
F B 20 Sd Courtesy Parking Token 1st .25

PENNSYLVANIA

Meadville 3615 (Reported by John L. Trembley)
WOODEN NICKEL CRAWFORD COUNTY TRUST CO. (HEAD OF INDIAN)
A o Wr 38 Sd We Pay \$1.00 Cash For Twenty Tokens Parking Token (1957-59) .15
Pittsburgh 3765 (Reported by Dr. R.J. Hudson; Don Edkins)
SHADYSIDE VILLAGE
G WM 25 Sd (blank) .25
ST. JOSEPH'S HOSPITAL PITTSBURGH, PA. (GATE)
H Bz 25 Sd Parcoa Token (gate)(Rev. D) .50

SOUTH CAROLINA

Columbia 3310 (Reported by Harold Ford)
COLUMBIS SOUTH CAROLINA MUNICIPAL PARKING LOT
A WM 25 Sd (blank)(11/65-) .25

TENNESSEE

Morristown 3645 (Reported by Larry Freeman)
CITY OF MORRISTOWN TENNESSEE 5¢
A B 23 Sd Good Only in Parking Meters (12/1/66-) .15

WASHINGTON

Yakima 3990 (Reported by Don Edkins)
YAKIMA PARK & SHOP ASS'N. PARK FREE
B B 25 Sd Park Free Shop Down Town (7/65-) .25

WISCONSIN

Milwaukee 3510 (Reported by A.H. Erickson; Mrs. Mary Allen)
EDISON LIQUOR CORP. MILWAUKEE, WISCONSIN
X B 23 Sd (same as obverse) .25
CUAHEY / TOWER / HOTEL
Y B 23 Sd Guest / Parking .50
(The obverse inscription on Wis 3510 0 is on one line.)

Oshkosh 3620 (Reported by Lowell Kronmiller)
NEW AMERICAN BANK PARKING TOKEN
B B 23 Sd (same as obverse)(10/65-) .25

UNIDENTIFIED PARKING TOKENS (Reported by A.W. Siebert)

BEN FRANKLIN STORE
3025 B 23 Sd (same as obverse)

CANADA - MANITOBA

Patterns 3998 (Reported by J. Douglas Ferguson)
B K 25 Sd (as Man 3900 A, but struck in copper)

ADDITIONS AND CORRECTIONS

50. Fla 3290 B: price should be \$0.15
51. Pa 3360 B: add variety description
(0: ... off bow of boat)
a. (six short lines)
b. (one ragged line)

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

Before getting to the listings for this month I want to mention a token reported to me by Rev. John Backora. It is possible that this token is a parking token judging from the inscription, but it is by no means certain. Perhaps someone can offer information...

J.P.L. CO.

B 23 Sd One Hour

Note that the token is the same size as many of our parking tokens, and it does have the "One Hour" reverse inscription. I guess the "One Hour" could refer to some amount of work performed, similar to the pickers' checks.

The Citrus College token is going to be difficult to obtain. Only a limited supply was manufactured, and they will not send any tokens out to collectors.

The Leo Andrews token is probably from a new order. Judging from the number of different tokens from that user, business must be good!

Collectors are up against it with the new token from Harvey. The bank will not send out tokens. The tokens are used in conjunction with a gate-controlled parking lot.

The wooden token from Meadville is very similar to a number of other tokens previously reported for banks around the country. The idea was to give out the token with each bank transaction, and then to redeem the tokens when 20 of them had been accumulated, either in cash or credit to the person's bank account. I have been able to obtain a great deal of information concerning this particular type of wooden nickels lately, and will report on the full story as soon as the remaining information comes to me.

Shadyside Village is a small group of stores in a shopping center in the Shadyside district of Pittsburgh. Parking space in this small center is rather limited, and other stores are along the street nearby, so it is necessary to control parking. While the token has been known for some time, it was not available to collectors because of the short supply. The firm operating the center promised to supply tokens from a new batch that had been ordered, so listing was delayed until the new tokens were delivered. Guess I forgot to mention: the lot is gate-controlled, free entrance, token exit; tokens given free to customers by merchants in the shopping center. Information on the other Pittsburgh token is lacking. For \$1 the hospital sent me two tokens, but no information. For those who may wish to try writing to obtain the token, the hospital is located on Carson Street.

In Columbia, S.C., the tokens are used by city employees in some unspecified manner. You might try writing to the Finance Director for this token, as I was not able to obtain a quantity.

You can also try writing for the Morristown, Tenn., token. The use here is a merchants' validation plan where the tokens are given to customers with purchases of a given size. The lots where the tokens can be used are in the downtown area.

While information concerning the new Yakima token is lacking, it is apparently used in a merchants' parking validation plan.

The lot for the Edison Liquor Corporation in Milwaukee is gate-controlled, and the gate can be actuated by the special cards or by the token. The supply of tokens is reported to be very limited and not available to collectors.

The new Cudahy Tower Hotel token carries the same wording as their old token (Wis 3510 0), but the arrangement of the obverse wording is different. This token is

obviously the result of a reorder for tokens.

The New American Bank in Oshkosh has a gate-controlled lot located near the bank. The gate may be opened for exit with a token or with 25¢ in coin. The tokens are provided to employees of the bank and to customers of the bank. While I was unable to obtain a quantity of the tokens, you might be able to get one by writing.

The new unidentified token appears to be a parking token. It was found among "foreign" tokens in a gate collection in Milwaukee. I understand that the Ben Franklin Stores are a chain of 5¢ and 10¢ stores throughout the Middle West.

After a month of no tokens, PTNIS members will be treated well this month. Since Man 3900 A was promised by the end of February, shipment of the new batch now ready may be delayed a bit until those tokens arrive. Here is what will be sent out: Pa 3615 A, Pa 3765 G, Wash 3990 B, Man 3900 A. Quite a few new enrollees in PTNIS in the past months, but there is still space for more.

The new parking token supplement, put out by Pat and Maurice Murdock for the Texas Area Vecturist Association, has reached me. While I compiled the listing, the real work was done by the Murdocks. This listing is a dandy! Printed on pages the same size as the present catalogue, the listings are arranged such that individual pages can be included right in the present catalogue, particularly the loose-leaf edition. Many of the tokens are photographed; the listing format is identical to the catalogue. It is a supplement in the true sense of the word, and I highly recommend it to those who have an interest in parking tokens.

= LARGE HOARD OF AUSTIN PARKING TOKENS HELD IN AUSTIN =

By E.M. Rice

I have just obtained some information on the Austin, Texas, parking meter token (Tex 3050 A) which I would like to pass along to other collectors. I have found out there is a hoard of approximately 200 of these tokens controlled by ONE individual here in Austin. He has been selling them as singles for \$2.50 each. I do not believe collectors will pay this much for this token when they find out there are this many around. I firmly believe that if no more orders will be sent to him, that he will eventually let me have them for not more than 50¢ each and I'll be glad to pass the saving along to collectors who need this token.

So if collectors will lay off buying this token for the next six months perhaps I can get the entire lot. I'll be glad to sell them then at 50¢ plus postage or trade for other tokens that I need. I feel this would be doing a service to the parking token collectors. The City of Austin is the holder of these tokens, and there is one individual who is controlling the sale and the price!

= THE CALL FOR NOMINATIONS =

Nominations may now be made for AVA officers for the election to take place in August. Nominations may be made by any member in good standing; they must be in writing and must be sent to the Secretary, Donald H. Mazeau, who will notify the nominees of such nomination and request acceptance in writing. Nominations may be made until midnight, April 30, 1967. To be eligible for nomination, a nominee must have been a member in good standing of the AVA for at least 3 years, and be at least 21.

The Executive Board have voted to delay establishing the site of the 1968 convention to provide time for additional invitations, should there be any. Accordingly, additional invitations for the 1968 AVA convention will be accepted until April 30, 1967.

Other matters before the Board have been delayed pending returns from all members of the Executive Board, and will be reported at a later time.

- DUANE H. FEISEL, President.

THE FARE BOX

A Monthly News-Letter for



Transportation Token Collectors

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Parking Tokens

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Palo Alto, California

94306

VOLUME 21, NUMBER 3

MARCH, 1967

OUR 237th ISSUE

FRANK J. PELLEGRINO

Frank J. Pellegrino, AVA #885, was a recent member. He joined the A.V.A. last September, and had just renewed his membership for 1967 when he died. We did not know him well, but we report his death with sadness for, as John Donne said, "Every man's death diminishes me," and this is the more certain when that man was an A.V.A. member, and when he was very young. Frank Pellegrino was only 31 years old.

Just received is Kenneth Smith's new CATALOGUE OF WORLD TRANSPORTATION TOKENS AND PASSES (except North America). The book has about 300 pages, with lots of very good photographs scattered throughout the text. The pictures alone are worth the price of the book, for this is the first time many of these great rarities owned by Mr. Smith have ever been illustrated or shown. The book is handsomely prepared, well printed, with a good introduction, sensible valuations for the tokens, and a good index of obverse inscriptions. Important are lists of transportation terms from each language and their English equivalents.

Personally, however, we find some aspects of the book difficult. The various types of tokens are listed in separate sections, such as passes, regular tokens, toll bridge tokens, toll road tokens, etc. The table of contents is an absolute necessity, as one must first decide what kind of token he has, and then look it up in the correct section. Then, too, the countries are arranged not alphabetically, but by continents. So you also have to know your geography. We would have preferred a strict alphabetical listing of all countries, and listing all types of transportation tokens together, even if types were separated under the various cities. There are also some errors in listings which will be corrected later, and we were sorry to see such areas as Wales and Tasmania listed as separate countries.

However, these are picaresque and trifling objections to what is, taken as a whole, a magnificent book and a Herculean labor. It is almost entirely the work of one man, and Ken Smith financed the book as well as compiling it. Should the sales of the book ever show a profit, which is problematical, the A.V.A. will receive royalties for the use of our seal. We recommend the book without reservation as a must purchase for every vecturist, and at \$5.00 per copy postpaid it is a huge bargain. It is available directly from Mr. Smith. See his ad in this issue.

Also available to loyal AVA members are a few remaining sterling silver lapel pins, which may be ordered from Don Mazeau - Box 31 - Clinton, Conn. 06413. \$2.75.



- 948 BERT L. MULLER - BOX 1440 - BIG BEAR LAKE, CALIFORNIA 92315
Age 67; Pharmacist. Collects U.S. only. (Carman)
949 CHARLES W. PATTERSON - Hq Co USAG YC Box 977 - APO SEATTLE, WASH. 98731
Age 40; Soldier. Collects all types. (Kotler)
950 ILLINOIS STATE HISTORICAL LIBRARY - CENTENNIAL BLDG. - SPRINGFIELD, ILL. 62706
Margaret A. Flint, Asst. State Historian. (Kotler)
951 JAMES F. ESHLEMAN - 111 JACOBS LANE - WARNER ROBINS, GEORGIA 31093
Age 33; Repairman. Collects all types. (Mishler)
952 MATTHEW T. KOMARSKI - 4441 NORTH 16th STREET - PHILADELPHIA, PENNA. 19140
Age 44; Collects U.S., Canada, Foreign. (Mishler)
953 MICHAEL R. PENDER - 148 POPLAR STREET - GARDEN CITY, NEW YORK 11530
Age 40; Civil Engineer. Collects U.S. only. (Mishler)

RESIGNATIONS: Charles W. Delk, Sr. and James L. Gabel.

CHANGE OF ADDRESS

Stephen Becark - 1000 Lake Shore Plaza - Chicago, Illinois 60611
William E. Eisenberg (correct Zip Code to 15204)
Paul H. Ginther - P.O. Box 98 - New Holland, Illinois 62671
Samuel L. James, Jr. - 509 Brookview Lane - Havertown, Pennsylvania 19083
Lee Sanders - R.R. 4, Box 362 - Kankakee, Illinois 60901
Seymour Sandos (add Zip Code 11510)
Mrs. Frances E. Shaffer - 411 Dunbar Avenue - Dunbar, West Virginia 25064
Harold H. Young (add Zip Code 22903)

= TEXAS VECTURISTS TO MEET APRIL 15 =

The Texas Area Vecturist Association will hold its annual business meeting on Saturday, April 15, at 11 am at the Stagecoach Inn in Dallas. The address is 3651 N. Buckner Blvd., phone DA 1-2251. This is half a block north of the intersection of Interstate 20-30 and Loop 12. The noon meal may be ordered individually from the menu at the regular price plus 15% for the waitress. Everyone is invited and members should have their 1967 dues paid by this meeting. For more information call the secretary, Mrs. Pat Murdock.

= THE ROSEHILL CEMETERY TOKENS =

A few months ago Donald Punshon wrote to the Rosehill Cemetery Inquiring about the tokens which were used by them many years ago (Illinois 150 G H I J). Their reply is interesting, and we reproduce it below:

Dear Mr. Punshon: In reply to your letter of October 2, please be advised that the tokens you refer to were issued by us to our lot owners for rides within our cemetery boundaries. While we cannot be certain about the exact date, we suspect that this service was offered as early as 1862 and it continued until 1942 when it was discontinued for lack of passengers. Horse-drawn vehicles were used for such conveyance until about 1912 when we progressed to the use of a self-propelled omnibus.

Sorry, but all of the remaining tokens that we once had were given to collectors many years ago.

We had always been curious as to what the initials "B.T.C." stand for on NC 380 B. Mort Dawson informs us the token was used from Greensboro to Basic Training Camp #10 during World War II. Mort says he visited the camp a number of times.

= THE GSA TRANSPORTATION TOKENS =
By Sam Ruggeri, P.E.

I first became especially interested in the GSA transportation tokens when I read Ralph Freiberg's note in The Fare Box when the Seattle, Wash., GSA token was reported. At the time, it was the 3rd region represented; it was also the 3rd in what seemed to be a series of tokens. It was noted that all GSA tokens were hard to get, so this aroused my interest, as I always welcome a challenge. Therefore I set out to get specimens of all six known GSA tokens. In this I was highly successful in that I got all six within a month's time. This I did by contacting a number of government people, as a private citizen, because I am not connected with the government in any manner, other than as a taxpayer.

Having met with such success, I continued contacting government people on the basis that the other seven tokens existed. In this effort I was successful in obtaining the Region 6 token, which I reported. But more important, I learned about the establishment of the Interagency Motor Pool System in 1954. The GSA tokens are a result of the establishment of this IMPS.

Before discussing the IMPS, let me first briefly discuss the 10 GSA regions. As the name implies, the General Services Administration (established in 1949) deals with the service aspects of operating the federal government. The GSA operates through 10 regional offices, each having a regional administrator. Each system enjoys a certain degree of autonomy, within the framework and limitations set forth by the central office in Washington, D.C., which coordinates and unifies the activities of the 10 regions. One of the service areas handled by the GSA is that of transportation and, of course, this is the area of direct interest to vecturists.

In 1954, the 83rd Congress enacted Public Law 766, which amended the Federal Property and Administrative Services Act of 1949 to provide for the establishment, maintenance, and operation of motor vehicle pools. This was followed by Executive Order 10579, "Regulations Relating to the Establishment and Operation of Interagency Motor Vehicle Pools and Systems," putting Public Law 766 into effect. To date 97 such motor pools have been established.

At the time the IMPS was established, the Washington office of the GSA designed a series of tokens for possible use by these motor pools. The design was standard except for the region number, which would change for each region. Thus if the need would arise, there could be ten tokens to the series. However, to date, specimens have been located from only four of the 10 regions. It would seem from the research that I have done that these four were the only ones struck, and that no others will be coined as the trend within the GSA seems to be away from the use of tokens. However the possibility should not be discounted because the establishment of a new motor pool could always lead to the need for a token. Of course, should such a need arise the token would not have to be one in the series, but anything that the motor pool would decide to use.

That a series of 10 aluminum tokens was designed has been established, but whether specimens of all 10 were struck at the start still is unresolved. It seems unlikely that all ten were struck initially as the known specimens were struck locally (judging from the fact that the region 10 token was discovered at the plant of a Seattle manufacturer of tokens). And it seems unlikely that any not already struck will be struck in the future. To try to get any further information from the GSA seems impossible, as all doors now seem to be closed to me. In establishing what information I am setting forth herein, I succeeded in antagonizing many people within the GSA. I doubt if they would even answer any more of my letters; therefore I shall have to leave any further research to others. Perhaps at a later date, with a change in administrations, new personnel will be more cooperative and we shall be able to learn the full details about the series of 10 aluminum tokens. The other avenue, always open to us vecturists, is to keep our eyes and ears open and hope to stumble on the use of other GSA tokens. Anyone knowing anybody at any of the 97 motor pools might look into the possibility of tokens directly.

I will trade Civil War tokens for parking tokens: Calif 3080 A C, 3450 A B Ca Cb, Pa Fb I K N T U Z, 3705 A, 3999 A; Colo 3140 A B, 3260 Aa; Conn 3210 Aa Ab D, 3250 A, 3998 A; Del 3900 Dabed.

Robert Knobloch - 876 Payne Avenue - St. Paul, Minn. 55107

CROWNS FOR SALE or trade: Austria 1780, Bermuda 1964, Burma, Denmark 1964, Hong Kong 1960, Hungary 1943, Holland 1929, Mexico 1947, 1960, Panama 1947, Prussia 1874, Turkey 1960, U.K. 1951, 1953, 1965.

Barry Uman - 4155A Mackenzie St. - Montreal 26, Quebec

I CAN OBTAIN the Temple University parking tokens, Pa 3750 A and B for you at cost (25¢ each) plus postage. Pa 3750 A is relatively scarce and it may take a while to get enough of them so be patient if I don't reply immediately.

Arthur D. Jordan, Jr. - P.O. Box 92 - Flourtown, Pa. 19031

FOR SALE TO BEST CASH OFFER: Ohio 175 H, 175 Z; Mich 1000 B; Ia 150 B (Unc.).

Herb Sayre - 1401 Radcliff - Garden City, Mich. 48135

FOR TRADE: All the following pieces for Mich 590 B (horsecar token): Alas 300 F H, Ark 405 A, Kans 690 B, Md 60 I, Neb 540 N, Minn 540 A, Wash 5 A (8 pieces total cat. value \$14.50). = Gordon Yowell - P.O. Box 1231 - Walla Walla, Wash. 99362

FOREIGN TOKENS: selling 85 foreign tokens, cat. value about \$39. These tokens were mostly acquired in the early 1930's. Also selling new unbound catalog. Correspondence invited from interested parties to whom I will furnish more details.

Harold H. Young - Box 3756, University Sta. - Charlottesville, Va. 22903

PENNSYLVANIA TT's needed (cont. from last issue): 320 B C, 325 D, 340 A B, 350 A B, 355 A, 375 A, 385 A B C, 395 A B, 400 A E, 405 A, 425 A B, 455 A C, 480 B, 495 D E F, 515 A, 525 B C D E F G H I J K L M N T U V, 573 A, 575 A D, 585 A, 590 A, 600 A, 605 A C H, 650 A B C D E, 675 A, 680 A, 725 A B E F, 745 A B C E. I have good trading material. = Dr. Herman Aqua - 487 Bennett St. - Luzerne, Pa. 18709

CENSUS ITEM: Ill 795 Ea in excellent condition. Will trade this token from my collection for any of the following: Ark 150 D; Okla 330 D; Tex 320 A; 445 I, 950 A, 965 B. Need Texas trade tokens and prison tokens from anywhere. Have tokens from many states to trade or will pay cash. Have coal mine & bar tokens to trade for the above. Am interested in purchasing parking token collections.

Mrs. Pat Murdock - P.O. Box 411 - Mesquite, Tex. 75149

FOR TRADE: for other U.S. TT's: Calif 445 B, 575 F K L N, 630 G, 745 H J K, 835 C G.

Lazear Israel - 336 S. Genesee Ave. - Los Angeles, Calif. 90036

ANOTHER WESTPHALIA, 1 billion Mk. 1923 Unc. \$85.00. Litmannstadt (Loda) Jewish Ghetto tokens, 5-10 Mk. 1943, \$22.25; Lauterbanktokens, 50 pf. brass & zinc, many diff. serial No. @ \$1.10; Vierma 840 A, 45¢. Budapest 100 BA, 70¢; Munsterburg 25 pf. porcelain 1921, \$1.10. Many others.

Charles H. Toomey - 170 E. Deerpath - Lake Forest, Ill. 60045

BEST TRADE OR CASH OFFER: Mept 3057 A; Calif 805 A (genuine, direct from Co.); Ariz 1000 G (also genuine, direct from Co.); Ariz 1000 A.

John G. Nicolosi - 3002 Galindo St. - Oakland, Calif. 94601

50 BRASS TT's \$7.50 (includes some over 15¢ cat. val.). ALSO: all diff. TT's of guaranteed cat. value: 100 diff. (CV \$17.50+) for \$15; 150 diff. (CV \$25.50+) for \$20. 200 diff. (CV \$35+) for \$29. Postpaid.

K.V. Hayes, Jr. - 209 Brown #6 - Vacaville, Calif. 95688

WHAT ARE YOU OVERSTOCKED ON? Would like to trade from 1 to 10, for whatever you have, the following: Ill 890 A.

Albert E. Kremer - 2601 Simpson St. - Evanston, Ill. 60201

WANTED: TT's from Iowa, Illinois, Indiana, Ohio, Mich., Wisc., Minn., Mo., Neb., Kans. Colo., N.D., S.D. - Douglas Redies - 512 3rd St. SW - Cedar Rapids, Ia.

NEW DISCOVERY FROM ARKANSAS CITY, KANS. Like Kans 30 B but 23mm & different die; will be listed next month as Kans 30 C. Obsolete many years. I have several of these and will sell at 35¢ each plus stamped return envelope. First come first served. Also Timetable G (page 316 of Cat.) New York & Albany Steamship, E.F., \$20.00.

Del Ford - Box 15263 - Del City, Okla. 73115

FOR SALE AT CATALOGUE: Pa 70 A B; NY 631 L M (25¢ each); NY 715 A; NC 670 A (50¢ ea); Special: NY 790 A B C D (cat. 60¢) only 40¢ for all four.

Daniel Dimichael - P.O. Box 485 - Coatesville, Pa. 19320

TRADE: Freeport, Ill 320 A for Alamosa, Colo 5A, 20 A or B or Grand Junction, Colo 440 B, or Colo 760 A or 860 A. Also Lake Shore & Mich. Southern Ry. pass, Sep 15, 1909 for best offer in tokens, trade or TT (value \$9). Prefer Colo TT or trade tokens, also Civil War. Also Okla trade tokens for TT of Colo. or trade tokens.

Paul W. Stewart - 3356 Leyden - Denver, Colo. 80207

PARKING TOKEN SUPPLEMENT to Feisel's Catalogue for sale by Texas Area Vecturist Assn. Has all tokens not in catalogue thru Dec. 1966. 54 pages, with 65 tokens pictured.

Price \$1.50. Make checks payable to T.M. Murdock. These supplements are suitable for placing in the loose-leaf catalogue or may be kept separate. Join TAVA and receive TOKEN TALK monthly. Free advertising in each issue. DUES \$1 PER YEAR.

T.M. Murdock - P.O. Box 411 - Mesquite, Texas 75149

I HAVE SEVERAL DUPLICATES OF Philippines 700 G (thick & thin) H and I for trade for parking tokens that I need on a one-for-one basis. Send me a list of your duplicates as I have over 150 listed on my want-list. Also will entertain cash offers or offers in TT's. SAE please.

Harold Ford - 1999 Gaspar Drive - Oakland, Calif. 94611

LOOK - send me one 15¢ TT I need from Indiana. I'll send you two 25¢ TT's (my choice, no Pa 70 A); send me two I need, I'll send you 3; send me 3, I'll send you 4. I need many, so write now.

Mike Alexander - 1823 Bashor - Goshen, Ind. 46526

MILITARY TOKENS WANTED for my collection. I will buy from you, or will try to work out a trade for items of your collecting interest.

Duane H. Feisel - P.O. Box 11661 - Palo Alto, Calif. 94306

WILL TRADE OKLA 610 C (listed this month), company operated about a month and folded. I will accept on a 1-for-1 basis any 15¢ token from Kansas, Colorado, Nebraska, Oklahoma, that I can use in my collection or for trading. Send your list with SAE. I want merchant trade tokens of same 4 states and have many states to trade from.

J.L. Hargett - P.O. Box 757 - Okmulgee, Okla. 74447

BACK ISSUES OF RAILROAD MAGAZINE - 1939/1946 70¢ each; 1947/4-1952 50¢ each; 5-1952/1964 30¢ each; TRAINS magazine - 1953/1958 40¢ each; 1959/1961 2/65¢ postpaid. FOR SALE FOR CASH or will trade for fare tokens or transp. passes or tickets I need.

George Schroder - 78-14 160 Street - Flushing, N.Y. 11366

WANTED TO BUY. Foreign TT's, single pieces, accumulations or collections. Will trade TT's, American or foreign, for them.

Foster B. Pollack - 1841 Broadway, Rm 701 - New York, N.Y. 10023

TOKENS WANTED: DC 500 A B F G H I J P AD AF; Conn 320 B; Calif 50 A B C, 110 D, 125 A C, 205 A B D E F G H, 300 B C E G H I J, 320 C E F G J, 445 A, 540 A, 545 A B, 715 M N P Q R S T U, 800 A B, 825 A B C, 945 D E I J L M, 985 A B C D. FOR TRADE OR BUY.

George H. Wyatt - Skylark Lane - Lunenburg, Mass. 01462

PARKING TOKEN Ohio 3999 A to trade for any parking token or transportation token of equal value. I am breaking up my collection of merchants' trade checks to concentrate on Ohio. Why not write me to see if I have anything to help you? 1¢, 5¢, 10¢, 25¢ J.E. Weber tokens from Galesburg, Ill. set for \$2 or will trade.

John A. Backora - 83 Markey St. - Bellville, Ohio 44813

100 DIFFERENT USED CANADIAN STAMPS \$1.00. 200 different \$3.00 (Canadian funds). One Jefferson nickel brings you my current list of stamps & coins, tokens, etc.

Don Wilson - 5305 Dudemaine, Apt. 6 - Montreal 9, Quebec

AUCTION TO HIGHEST BIDDER: Calif 575 A (8 window), 775 G; Ill 220 B; Kans 820 H; Mass 660 B; Nebr 540 O; NH 30 A; NC 670 A, 380 C; ND 320 B; Ohio 175 Y; Pa 325 D; Va 620 K, 720 B; Wash 10 A B.

Harold Spindler - 630 East Nebraska Ave. - St. Paul, Minn. 55106

WILL TRADE Pa 495 G for any celluloid or vulcanite TT. Have 10 trades. WANTED: red M.V. ration tokens, have TT's for trade or cash deal.

Larry G. Freeman - 2427 Torrington - Parma, Ohio 44134

FOR TRADE: Ala 570 F; Ark 190 A; Cal 575 H I, 745 J P, 775 J, 835 C, 945 G; Colo 140 E, 775 J, 835 C; Conn 35 I, 305 R; Fla 380 L; Ga 780 C; Ill 250 D; Ind 390 A, 460 W, 660 G; Ia 30 F G, 270 B, 300 I, 310 C F G H I J, 380 L P, 480 A C, 600 E, 640 S, 730 A, 740 K L, 850 K V.

Robert Kelley - 6315 Parkview - Mason, Ohio 45040

-Page 38- -March 1967-
 AUCTION TO HIGHEST BID: Ariz 1000 B; Colo 260 P Q; Mich 225 L M N, 470 A; Vt 150 C D
 E. My trade and want lists for yours.
 Lowell Krommiller - 327 Ransom - Ripon, Wisc. 54977
 FOR TRADE: 1-1960D sm dt or 1-1960D clogged 9 or 1-1960D clogged 6 Lincoln cent for
 any two 15¢ tokens I need; 100 NY 785 B for 100 tokens of your choice. FOR SALE: 25
 15¢ parking tokens, \$4 pp. FOR BEST TRADE OFFER: red OPA point V-U double strike
 and a red OPA point Y-H offstrike.
 Sam Ruggeri - 1018 South Carley Court - North Bellmore, N.Y. 11710
 DOES ANYONE HAVE OHIO 505 A thru H to trade for bus or trolley transfers new or used?
 Also have matchbook covers with trolleys on them to trade for any TT (2 covers for 1
 token). WANTED: any transfers, schedules, timetables & paper items from trains or
 bus that you will part with for a reasonable price or trade.
 Jeffrey Brashares - 825 Peaceful Path - Mansfield, Ohio 44907
 ISTANBUL FERRY TOKENS used across the Bosphorus between Europe & Asia (Turkey 400 D
 thru K): the complete set of 8 for \$2.50....Argentina 160 G @ 50¢; Denmark 160 B 50¢;
 Hungary 100 B @ \$1; Tasmania (Australia) 901 A & B @ \$9 each; China 720 F @ \$1.50, G
 nice @ \$5, H @ \$3.75; France 540 B @ \$1.50; Germany 210 D rusted @ 75¢, G nice \$3.50,
 230 A & B @ 75¢ each, 290 F @ \$7.50, 390 P @ 50¢, 480 A & B @ 50¢, 670 A @ 75¢.
 Postage please = J.M. Kotler - P.O. Box 248 - Glencoe, ILL. 60022
 WANT MORE PEOPLE TO GET ON TRANSIT LIST: Those of you interested in transfers, sched-
 ules, route maps, photos, passes, tickets & other transit items as well as TOKENS
 write for form. Have Ky 510 BS in quantity @ 30¢ each plus stamp or 30¢ & your trade
 list. WANT other tokens in Ky 510 series.
 Harry R. Porter - 1042 Bardstown Road - Louisville, Ky. 40204
 WANTED: trade tokens from California, Nevada & Utah. Lots of transportation tokens
 and others to trade, or will buy. Military & Brunswick Balke tokens also wanted.
 Norman E. Sherman - 4295 Marina Drive - Santa Barbara, Cal. 93105
 WANTED: Nebraska TT, 540 M, 700 D P Q R S T X Y, 800 B, 820 A, 980 C D E. Also any
 U.S., British or Canadian military medals, marksmanship badges, regimental crests,
 ribbon bars, citation certificates, combat infantryman badges, and wings.
 Michael Jorgensen - 525 So. Lexington - Hastings, Nebr. 68901
 ON ALL PURCHASES OF AN OIL PAINTING, 18x24 (landscape or seascape) at \$50, I will
 donate \$15 to the A.V.A. On all 18x24 charcoal drawings (landscape or seascape) at
 \$15, I will donate \$5 to the AVA...to help meet rising club expenses.
 L.D. Matthias - Box 1083, Bergenline Station - Union City, N.J. 07087
 FOR BEST OFFER: Ohio 860 A; Mich 225 O; Guam 25 A; Pa 3120 D, 3765 B; Fla 3840 C;
 Tex 3255 E; NY 3630 A; La 3740 D. I have a nice variety of tokens for sale or trade.
 List by request. My wants are Hotel and Bread tokens.
 A.W. Stebert - 10201 Plymouth Rd - Apt 15 - Detroit, Mich. 48204
 HELP ME. Will pay \$1 each for Tex 5 A, 65 A C F, 145 I, 225 A, 640 B. Also will
 buy elongated cents before 1940.
 Harry L. Strough - 2703 Milam - Houston, Tex. 77006
 WILL TRADE ANY OR ALL 10 ROLLS OF 1964 B.U. 1¢ Canada and 1 roll mixed war nickels
 for transp. tokens. = Arthur E. Smith - 5399 Montecito Ave. = Santa Rosa, Cal. 95404
 RARE CENSUS PARKING TOKEN, Fla 3630 B, SENTINEL-STAR PARKING LOT, will swap out of
 my collection for a census transp. token that I need. Also available on same basis,
 R.I. 3998 A and Wash 3998 A. Make offers.
 J.M. Coffee, Jr. - P.O. Box 1204 - Boston, Mass. 02104
 CATALOGUE OF WORLD TRANSPORTATION TOKENS AND PASSES EXCEPT NORTH AMERICA, either
 cloth-bound or loose-leaf at \$5.00 each (specify which wanted). Add 50¢ if outside
 the U.S. Make check or M.O. payable to Kenneth Smith. Order from:
 Kenneth E. Smith - 328 Avenue F - Redondo Beach, Calif. 90277
 SUPPLEMENT #3 TO ATWOOD'S CATALOGUE NOW AVAILABLE. Lists all TT's from Fare Box sup-
 plements from November 1963 thru January 1967. Available immediately, \$1.75 pp. Paid
 up NEVA members for '66 and '67 get their free. New members for '67 may receive one
 for \$1.25. = N.E. Vecturist Assn. - 1841 Broadway, Rm 701 - New York, NY 10023
 ATWOOD'S CATALOGUE OF U.S. & CANADIAN TRANSP. TOKENS, 480 pages cloth-bound, price
 \$5.50 to AVA members....FEISEL'S CATALOGUE OF PARKING TOKENS, 160 pages cloth-bound,
 price \$3.50 to AVA members. Immediately delivery, postpaid. Order from:
 American Vecturist Assn. - P.O. Box 1204 - Boston, Mass. 02104

= SOME UNLISTED TRANSPORTATION TOKENS FROM SPAIN =
By A.C. Hazevoet

The following two tokens were issued about 1930 in Barcelona by "Autobuses Roca" which operated some city bus lines in that capital. The owner of the company was Magin Roca Sangra.

AUTOBUSES R (BUS) (ORNAMENT, 2 5-POINTED STARS, TWO DOTS)

- o A 25 Sd 10C.
 - o A 0c Sd 15C (25mm)
- [Value about \$1.50 apiece]

Tarrasa, Spain, is an industrial city of about 100,000 inhabitants situated about 35 km west of Barcelona. The local bus lines are operated by "Transportes Urbanos de Tarrasa S.A." (City Transport of Tarrasa Ltd.). In the spring of 1966 it was announced in the newspapers of the Tarrasa area that the bus company had introduced a new fare system; no details about the new system were given, though it was added that "Stockholm in Sweden was the only city in the world that had the same fare system."

A Spanish collector friend kindly visited Tarrasa to investigate this "nearly unique system of fare collecting." It proved to be a system with transportation tokens of a very simple design. When paying the cash fare (2 pesetas) the passengers receive a white paper ticket with the name of the company, a serial number and the wording "Billete ordinario 2 ptas" ("Normal Ticket 2 pesetas"). When paying the fare with a token (sold at 3 for 5 pesetas) the passenger receives a yellow ticket with "Ficha" ("token"). The tokens which are in use are of such a simple design that it is not possible to recognize them as transportation tokens.

They are brass, 19mm, solid. On the obverse is a raised figure which can be a 6 or a 9; there is a raised circle with a 13mm diameter around the figure and another raised circle along the edge of the token. The two circles are connected by many short, straight lines at a distance of 1.5mm. The reverse of the token is blank.

The meaning of the figure on the obverse is unknown; when it is a 6 it can indicate the year of the introduction (1966) of the current fare system.

= BOOK ON TICKET FARE COLLECTION =

The Theory of Fare Collection on Railways and Trams by W.H. Bett, F.C.I.I., published by Railway World Ltd. of London, England, 1945. 64 pages + index & photos.

This little cloth-bound book is both scholarly and fascinating to read. It is really a must for persons interested in streetcars and buses as they are operated in Europe, where fares are collected in a manner quite different from that in the U.S. and Canada. This book explains it all, and is highly recommended to vectorists who want to know more about the story behind the token (and the ticket). Mr. Bett wrote an excellent article for THE FARE BOX a while back on the transportation tokens of England.

The publisher of the book is no longer in existence, but copies are available directly from the author, Mr. W.H. Bett - 546 Kingsbury Road, Erdington - Birmingham 24, England. The price is only \$1.00 postpaid, and it is well worth it.

Amarillo (Texas) Transit System took over the 40-year-old Amarillo Bus Co. on November 27, 1966, and promptly eliminated the use of tokens because "the adult tokens were too large to fit the fare boxes."....Louis Crawford reports the following tokens, listed as being in use in the catalogue, have been obsolete for years: Ala 560 V; 740 A; Ind 680 D; Ky 630 A; La 100 A; Miss 460 J; Tenn 375 E....Boston, strangely enough, is looking around to buy 20 streetcars to be put into use on its "High Speed Trolley Line" which runs from Ashmont to Mattapan. So there is still some hope!

= THE STREETCAR TOKEN OF VIENNA, AUSTRIA =

By J.M. Kotler

There is only one known fare token from Austria. It's made of bronze, 22mm in diameter, and dated 1938. The fancy letters on the obverse--"W St B"--stand for WIENER STRASSENBAHN (Vienna Street Railway). The reverse carries the winged wheel and lightning bolts, a common symbol for electric transportation. Near the bottom of the obverse are tiny letters "A" over "H" for the designer Adolf Hoffman. I've been told the tokens were struck at the Vienna Mint, but have no confirmation.

A letter to the Oesterreichische Numismatische Gesellschaft brought a little valuable information from the Secretary, Dr. Bernhard Koch. It seems the tokens were good only for short rides and were sold by tobacconists for ten pfennig each. (I didn't know pfennig was an Austrian denomination, although they probably use the German term, as Americans commonly use "penny" when meaning "cent.") On entering the streetcars the passenger dropped his token into a container on the front platform, the motorman being responsible for fare collection. The tokens were used from June 7, 1938, to May 14, 1940.

Dr. Koch added that he knew nothing of where or how the so-called Austrian elevator tokens were used. (See page 254 of the new Smith Catalogue of World Transportation Tokens.) Credit Charles W. Koenig for the translation from the German.

= THE PRINTED TOKENS =

Most transportation tokens are struck with a die, with the result that their inscriptions are either raised above the surface of the token or, in the case of incused-letter tokens, sunken into the surface of the token. However, there are some tokens listed in our Catalogue whose inscriptions are simply printed. Most of these printed tokens are simply cardboard--which we dignify in our catalogue listing by referring to it as "fibre." It has been a tradition to list cardboard tokens in our catalogue if they are round, because there can be no question that a round token was used in the same manner as a metal token--that is, it was reusable. Some rectangular cardboard items also were reusable, but we list only the round ones which are definitely reusable, rather than get entangled in the thicket of trying to determine which rectangular cardboard item was and which was not reusable.

Most of the printed tokens are extremely rare. Most of them, as a matter of fact, are depotels, obviously ordered by the hack line operators to save money--or, perhaps during World War I, because metal was not available for tokens. The largest of the bunch is Tex 965 K, a big orange token of which only 9 are known to exist, and of those 9 four are mutilated. It is a typical late depotel of the World War I period. Like it is Mo 350 E, of which only one specimen is known in any collection. N.D. 600 C and Da are, again, products of World War I era, printed simply on regular key tags with metal rims. ND 600 C is unique; only one known. I believe there are a couple of 600 Da around. The 600 D without aluminum rim is very common. Pictured also on our plates is Minn 980 G, recently discovered to be from Minnesota; only one known. Okla 425 A, with "Hobart, O.T." for Oklahoma Territory, is a unique piece, obviously dating from prior to 1907 when Oklahoma became a state. Tex 965 G is interesting in that it is like E, but has had the days of the week printed right over its odd lists of dates and hours--obviously arranged to be punched for certain trains.

When only one side of a token is pictured it is because the reverse is blank.

Note Pa 785 A. Collectors kept telling us this token "couldn't possibly say 'Pottsville & Douglassville.'" Too far apart. Must say "Pottstown & Douglassville." Well, now you can see for yourself what it says. Also unique, and very old.

We picture the 3 varieties of the common Okla 380 C so that collectors can tell which ones they have.

Ga 60 E, also unique, is the most desirable of the whole bunch. It is printed right on white celluloid, as are Ill 150 G, Ohio 475 D, and Pa 310 A. Haw 210 P is typical of a series of rare tokens, but so ugly and easy to counterfeit that we list 'em at 25¢ each. These tokens are from collections of Harold Ford, Sam Rabinowitz, Ralph Freiberg, Mary Allen, Paul Fouts, and John Coffee.

PRINTED TOKENS IN FIBRE AND CELLULOSE



Fla 700

Ga 60 E

Ill 150 G



Hawaii 210 G

Haw 210 D

Haw 210 P



Ky 510 V

Ky 510 O

Md 70 A

Mich 590 C



Minn 980 G



Mo 350 E



N.D. 600 C



N.D. 600 Da



Okla 330 C



Okla 425 A



Ohio 475 D



Okla 380 Ca



Okla 380 Cb



Okla 380 Ce



Okla 380 B



Pa 310 A



Pa 785 A



Tex 340 D



Tex 950 B



Tex 965 E



Tex 965 G (reverse only)



Tex 965 K



Wash 690 A



Unidentified #42

= "PONTS TRANSBORDEUR" IN FRANCE =

By F.J. Bingen

The foreign catalogue mentions as some of the most remarkable items from France two transportation tokens from Rouen inscribed TRANSBORDEUR DE ROUEN. Both tokens have the value stencil-cut, either 5 or 10. The tokens were struck by the Paris firm of F. Cartaux, and in 1962 I reported to the Editor of the Foreign Catalogue two similar tokens inscribed TRANSBORDEUR DE NANTES. It seemed clear that both sets of tokens were issued by the same company.

This summer I visited France and when I entered Rouen I remembered these two tokens. I drove along the river Seine, but I couldn't find the "transbordeur." We decided to stay overnight in this magnificent city with its excellent cathedrals and buildings flood-lighted in the night. The next morning I visited the Chamber of Commerce where I was told that the Transbordeur had been destroyed in the first days of World War II, in 1940. They gave me the address of the "Direction des Ponts de Rouen," a department of the Ministry of Public Works in France.

In the office to which I had been directed I was received by one of the chief engineers, Mr. David, who kindly gave me all the information he had about the transbordeur of Rouen. First of all, he confirmed my opinion that the transbordeurs in France had all been operated by the same company, the "Societe des Ponts Transbordeurs de Rouen, Nantes and Marseille." He explained that the "transbordeur" was an invention of a French engineer, Mr. Arnodin. In Rouen, on each quai, there was constructed an iron tower, 62 metres high, the distance between the towers being 142 metres. Each tower was held erect by 48 steel cables. At a height of 50 metres above the quai, there was a steel tableau between the towers, supported by 12 steel cables. On each side of the tableau there were a pair of rails on which rolled a kind of truck, or trolley, which supported the "transbordeur," or barge, 50 metres below. So when the truck moved from quai to quai up above, it pulled the barge across the quai with its load.

In the first project the height of the plateau was fixed at 45 metres above the quai, but there were protests because the sailing vessels of the time had a height of 60 metres above water level. Thus it was decided to raise the plateau to 50 metres, and objections ceased. The Minister of Public Works consented to the plans for building of the transbordeur bridge in Rouen in 1896 and he gave the concession to Mr. Arnodin to build it and to levy a toll on it. In 1899 the transbordeur bridge in Rouen was ready. But, as stated above, it was destroyed in June, 1940, by the French military engineers when the German army was approaching. It was never rebuilt.

Mr. David gave me a photocopy of an article in the *Revue de Rouen* (Vol. 5, No. 4, April/May 1952) in which are two pictures of this bridge.

The visit to the Board of Directors of the bridges in Rouen was, in one respect, disappointing. It didn't bring me the 10 centimes token still missing from my collection. Next year we hope to visit Nantes to investigate if the transbordeur over the river Loire in this town is still working. As far as known, there were no tokens issued for the transbordeur bridge in Marseilles.

= SAN FRANCISCO BAY AREA VECTURISTS MEET =

The initial informal meeting of vecturists of the area near San Francisco Bay was held on Sunday, March 12, at the Oakland YMCA. Present were Roy Carpenter and wife, Harold Ford, Steve Album, Ralph Freiberg, Edward A. Smith and wife, Arthur Smith, John Trembley, Duane Feisel, John Nicolosi, and Manuel Ezidro and wife. Coffee, doughnuts, and the chance to talk, as well as the opportunity to buy, sell and swap tokens, were enjoyed by those present. The next informal gathering is scheduled for Sunday, May 7, at a location in Oakland.

= HAVE YOU PURCHASED YOUR A.V.A. LAPEL PIN? =

= THE INCLINED PLANES IN LYON (FRANCE) =
By F.J. Bingen

Some years ago there was reported a French token, described as follows:

COMPAGNIE DES DOMBES (10 incuse)
B Ov Sd Plan Incline de la Croix-Rousse (32x27mm)

From my holidays in France I remembered having seen the Croix-Rousse somewhere, but at first I couldn't identify this token until I looked, quite by accident, at a map of Lyon, and then at once I saw again the broad Boulevard de la Croix-Rousse, bordering one of the big suburbs of Lyon, called the Croix-Rousse.

I had the honor of being able to contact a well-known numismatist in this town, Mr. Jean Tricou, and he was kind enough to give me the following information.

In Lyon--built on several hills--there have been constructed since 1860 four inclined planes, called "Ficelles," the first one at a length of 430 metres beginning at the Boulevard de la Croix-Rousse and descending 120 metres to the Rue Terme. It was a Paris company that built this inclined plan. This firm, "La Compagnie du Chemin de Fer des Dombes" was founded in 1860. The work on the inclined plane started in February, 1860, and it was finished in February, 1862. The inauguration of the new line was on the 3rd of June, 1862. Afterwards there were built by the same company "ficelles" from the basilica St. Jean to St. Just (length 840 meters and a climb of 120 metres) and in 1891 the last ficelle was constructed from the Place Croix-Paquet to the Boulevard de la Croix-Rousse, with a length of 520 metres and a climb of 76 metres.

Only the first inclined plane, that from the Boulevard de la Croix-Rousse to the Rue Terme has given us collectors some very rare transportation tokens--the one mentioned above for a second class trip (fare 10 centimes) and a second, different token, also for second-class passengers. Further, an octagonal token for first class passengers (fare 20 centimes) is known to have issued, as well as a 4th variety, for the transport of a cart (called in French a "carriole"). The fact that only the one incline issued tokens suggests that these four tokens were struck soon after 1862.

After Mr. Tricou had made his investigation, he wrote an article about the ficelles of Lyon in the numismatic paper of the Societe Francaise de Numismatique.

BIBLIOGRAPHY: J. Tricou - Numismatique des "Ficelles" de Lyon (*Bulletin de la Societe Francaise de Numismatique*, XX,4, April 1965)
K. Baedeker - *Manuel du Voyageur - Le Sud-Est de la France*, 7th Edition, Berlin 1901.

= DELAWARE VALLEY VECTURIST ASSOCIATION =
By Arthur D. Jordan, Jr.

The 3rd and probably the best meeting of the Delaware Valley Vecturist Assn., took place on March 12 in Philadelphia. Eleven A.V.A. members were present: Tanner, Allis, Streeter, Dence, Zell, Gallagher (and son Jim), DiMichael, Paul, Hiorth, Biery (and family) and Jordan. We were fortunate in being able to see Joe Allis' collection of Lancaster County turnpike tokens and his collection of vulcanite & celluloids. Paul Biery and Dave Jordan also had unlisted Lancaster County turnpike tokens, making this an unusual opportunity for seeing these rare tokens.

Our next meeting is planned for 1:30 pm, Sunday, May 21, at the Liberty Federal Savings & Loan Assn., 202 N. Broad St., Philadelphia. There's always something interesting to see at our meetings and we invite anyone who can to come.

Portland, Oregon's Rose City Transit has raised cash fares from 30¢ to 35¢ and tokens from 5/¢1.45 to 3/¢1....Mexico City is building a subway system, cost \$200,000,000 for 2 lines; fare will be 8¢ (one Peso) including free transfers!

Editor's Note: This is an excellent account of the city gate tokens used in Hamburg, Germany, from 1798 to 1860. A specimen is illustrated in The Fare Box of July, 1966. This article originally appeared in the September, 1966, Rundschau der Geldzeichen-sammler. Translation from the German is through the courtesy of Charles W. Koenig of Chicago. The German toll tokens are our earliest known pieces associated with transportation. For a fine general survey see "Gate and Toll Tokens of Europe" by F.J. Bingen in The Fare Box of February, 1961.

I will endeavor to give you a short but I hope interesting study of the nature and purpose of the Hamburg gate tokens. Such tokens have naturally been in use in many other cities, but in Hamburg they survived the longest!

First of all I must thank Dr. Günther Albrecht of the Museum of Hamburg History who generously put his writings and collection of data at my disposal. As I knew very little about these tokens, his manuscripts helped me very much with dates and general knowledge.

The use of gates was instituted on September 24, 1798. Pedestrians, men on horseback, horsedrawn carriages, etc., were charged various fees. In the course of time these fees were doubled several times. Even then the state was aware of rising prices and made diligent use thereof. During the day passage was free. From 9 pm until midnight tolls were charged. Then the gates were locked till the following morning. The last day of tolls was New Year's Eve 1860. After 63 years the tolls were discontinued.

Pictured [in Dr. Albrecht's papers] we see placards and forms, tokens of fibre and metal and six cards for free passage. Also pictured as an example of the many Hamburg gates are the Klostertor, Millerntor, Dammtor and the militia which was responsible for the trouble-free operation of the gates. From the forms we see that the fees were different for the various gates.

The tokens of lead, brass, and copper, were in use from the beginning of gate tolls till the beginning of the 19th Century. The varnished paper (fibre) tokens are most likely 19th Century issues. The hand-written cards, replaced in later years by printed cards, were intended for the free passage of foreign diplomats, especially members of the Austrian Legation. Others who were allowed free passage were professional people such as doctors and midwives. Also city officials.

How did the use of gate tokens come about?

In early years the identifying feature of a city or settlement was the wall around it, which was to afford protection to the inhabitants. As these walls formed a permanent separation of the enclosed area and the surrounding territory, the traffic between "inside" and "outside" was channelled through easily controlled gates guarded by the city's militia. Because of the fortresslike character of the walls, passage was allowed only during the day. At sundown the gates were locked and only special approval by the city fathers could open them. By the end of the 18th Century conditions were changing. The city had become too small. People were moving into surrounding settlements. Factories were leaving the city for the suburbs. Yet, as before, the busy traffic in and out of the city was interrupted from sundown till the next day. The city was locked up.

For a long time the citizens put up with this but eventually patience came to an end. There were grumblings and protests and the city had to find a solution. During this time the French were in Hamburg and the city had to pay occupation money. Therefore the treasury was low on funds. Someone came up with the idea of instituting controlled passage. In this was the citizen shouldered part of the city's debts as he paid to enter and leave the city.

The manner in which the fees were collected is quite interesting. There was a double control. At the first guard station one would pay, and receive a token. At the second guard station, several yards further on, this token had to be surrendered. As mentioned before, passage was free until 9 pm. From 9 to 10 o'clock a pedestrian paid 2 schillings, a rider 4 schillings, and an occupied passenger carriage 6 schillings. From 10 to 11 o'clock these charges were doubled, and after 11 the gates were locked for the night.

The double control entailed more than the paying for, receiving, and surrender of the tokens. As you can see, there were various shapes, colors, and denominations. One would assume that each gate had its own shape and color of tokens. Yet this is not so. The type of token used was arbitrarily changed each day. Only several hours before the gate opening was it determined which token would be valid. As no one could know in advance which tokens would be used, it prevented a person from keeping his token and using it another day, thereby cheating the city.

In closing I would like to pose a small arithmetic problem. Let us assume that other than the four colors pictured (by Dr. Albrecht) white, yellow, red and green, no others were used. Also that the seven shapes in my collection (round, square, rectangular, triangular, hexagonal, octagonal, and 8-sided rectangle) are all that were used. Further that the ten values shown (1,2,3,4,6,8,12,16,24, and 32 schillings) represent the total used. Seven shapes by 10 values by four colors! Then there must have been in existence 280 different tokens! I have only one hundred!

= CALIFORNIA COLLECTORS INAUGURATE NEW TOKEN =

By Robert M. Ritterband

A really unique idea and location were used for the 61st meeting of the California Association of Transportation Token Collectors. On Sunday, March 12, 37 club members and guests made a group visit to the Orange Empire Trolley Museum at Perris, Calif. There they enjoyed the 50 or more transportation vehicles displayed (in various stages of restoration) on a ten-acre site, which includes two short streetcar lines.

Principal feature of the jaunt was the introduction of a brand new transportation token for the streetcars, replacing the previous 25¢ cash rides. The club had ordered 500 tokens manufactured, and had sold enough of them to our visitors and the New Issues Service of the A.V.A. to pay off the cost. The balance of the lot were turned over to Museum officials for subsequent sale and profit. Club members who used their tokens on the first ride only were permitted by the Museum to retain them for souvenirs.

A few members drove direct to Perris, but 28 of the party made the 160-mile round trip by chartered Greyhound bus, enjoying a cated hot meal while travelling. A brief formal club meeting was held aboard the bus during its return trip. It was announced that vecturists could obtain the new tokens either through the New Issues Service or from the Trolley Museum, for 25¢ cash plus postage. The C.A.T.T.C. will not have any for sale. It was also stated that our next meeting would be Sunday, May 7, and probably staged within the Santa Fe Railroad yards in Los Angeles.

Planning and management of the Perris outing and its new tokens were handled fully by Robert Ritterband, club president. Members attending the event were Beattie, Brown, Carter, Crusen, Cutler, Gallagher, Gould, Kubach, Manning, McClung, Miller, Ritterband, Roselinsky, Claire & Gordon Smith, Kenneth Smith, Ticknor, Willahan, plus 19 family members and guests.

= CANADIAN VECTURISTS MEET IN MONTREAL =

The first meeting of Canadian vecturists took place at the Laurentian Hotel in Montreal on February 26. Members present were Grant Alexander, Olivier St. Aubin, Barry Uman, Alan Weighell, and Don Wilson. Mr. Weighell, who came from Toronto, displayed his ticket collection. Preceding the meeting a fine dinner was served. Each member was given a free transportation and a ski ticket. The most important points brought up during the meeting were (1) election of officers, (2) scope of club, and (3) name of group. These decisions were deferred until the next meeting, which will be held on March 2 in the Laurel Room at the same hotel.

- Barry Uman, Acting Secretary.

= A. J. FERRARO, A.V.A. #157, MARKS 50 YEARS IN MOTOR BUS BUSINESS =

Editor's note: Alfred J. Ferraro joined the A.V.A. in September, 1953, and is unique in that many years prior to joining he had issued and used a bus token bearing his name (Pa 125 A). He didn't have any of the tokens when he joined, and now he has only one for himself. The token is a census token, one of our rarest listings! It also is certainly the most desirable "personal token" ever issued, and should be added to the Personal Token Listing as 157-A. This year Mr. Ferraro marks the 50th anniversary of his entry into the transit business, and also his Golden Wedding anniversary, which he celebrated March 10. The following interesting account, written by James Shelly, is taken from the March 9 issue of the EASTON EXPRESS of Easton, Pa.

Mr. and Mrs. Alfred J. Ferraro of Phillipsburg will celebrate the 50th anniversary of their wedding tomorrow. The anniversary has a double significance for the Ferraros. The year, if not the day, marks Ferraro's 50th anniversary in the bus business. His buses have traveled almost a billion miles since 1917. Ferraro is president of Trans-Bridge Lines, Inc. and Delaware River Coaches, Inc., both based in Phillipsburg. Mrs. Ferraro, who helped count nickels and pennies in fare income when her husband was operating his first bus service in New York City has never learned to drive.

Ferraro began driving when he was 14. "All you had to have then was a licensed chauffeur with you and you could drive," Ferraro recalls. He got his regular license at 16. He began his pioneer trucking venture by converting a truck into a bus. "I put a plank on each side," he explained. The rear entrance truck-bus, which bore the appropriate trade name "Vim" was followed by the first of hundreds of regular buses Ferraro was to own in his career. The vehicle was a brand new Oldsmobile. The next was a Reo "Speedwagon."

Speaking of those early days of bus operation in New York City, Ferraro says, "It was an amusement for the people." Buses were new then. New York's horsecars had only a short time before been replaced by trolley cars and buses were not to assume the city's complete surface transportation job until much later. One of Ferraro's early buses was the nation's first all-steel body bus. Ferraro, whose memory of those early transportation days is keen, said "It cost \$10,139. The G.C. Kuhlman Car of Cleveland built it for the J.G. Brill Co. of Philadelphia, who designed it." Ferraro operated the bus on a New York City route and the model was selected by the city for its own first municipal bus routes. Ferraro recalls, "The city took the route over after we built it up."

In ensuing years, Ferraro was employed as a sales representative of the Gary Motor Truck Mfg. Co. and in that role introduced the first large (25-passenger) buses in Hudson County. In a similar role for the Trackless Transportation Co. he sold the "Imperial" Omnibus buses purchased by New York for use in Staten Island.

Returning to bus operations, Ferraro ran lines in Yonkers and Nanuet, N.Y., Jersey City, Bristol, Pa., Lake Huntington, N.Y., Elizabeth, N.J., Cedar Rapids, Iowa, and Washington, D.C. An authority on transportation, he served often as an expert witness before the state Board of Public Utility Commissioners.

Ferraro founded his Phillipsburg-based lines in 1940 when he took over the New Jersey Interurban Coach Co. The company, a successor of the Northampton, Easton & Washington Traction Co., had replaced the latter firm's trolley cars with buses in 1925. Trans-Bridge and Delaware River Coach Lines buses carried 440,675 passengers a total of 433,898 miles last year. His fleet now totals 35 buses.

The veteran bus lines operator is proud that a token from his Burlington-Bristol bus line, which sold at the rate of 2 for 25¢ in 1938, is listed in transportation token catalogues today as having a collector's value of \$5.00.

A pioneer driver, Ferraro fondly recalls some of the family's older automobiles. They included a Lozier, which had gas headlights, a Haines, and a Temple. "I wish I had the Lozier now," Ferraro said.

Mr. and Mrs. Ferraro have four children and fourteen grandchildren.

(See Plate XVII in the 1963 Edition of Atwood's Catalogue for a photograph of the token issued by Mr. Ferraro in 1938.)

Things are getting lively again in the hobby as the warmer months approach, and our sleuths are finding rare tokens again. Joe Kotler leads off with great good luck in obtaining some foreign tokens: he has picked up Sheffield, England 685 A and C, two old rare omnibus tokens, and he adds that he also has just picked up two unlisted copper tokens from the Katoomba Scenic Railway in Australia. He also has found the Katarina Hiss (elevator) token of Stockholm, Sweden, with the coffee advertisement on one side. Although listed at a low price, Joe tells us that this one is quite hard to get. The elevator that uses the token is owned by a cooperative marketing society that also sells coffee among other things. "Lots of letter writing," he says, "rewarded me with 'the rare coffee bean token' this month."

Fred Zell turned up a magnificent hoard of rare Latin American tokens, mostly vulcanites. Included were Chile 680 C and 920 C and D, also 680 E and G; Argentina 160 C,D,E; also Chile 920 A and B; Venezuela 220 C...and a nice Pa 745 E from Parkers Landing to top it off!

Larry Freeman also found a Pa 745 E, so it isn't quite as rare as it used to be, although still census. But Larry's specimen has a hole in it, worse the luck. But his sadness over that was somewhat assuaged when he also obtained the big beautiful red vulcanite from Easton, Pa 320 B, and the very rare two-horse team Big Rock Bridge token from Franklin, Pa. 395 A.

Harry Porter of Louisville reports finding a census token: *"After having collected tokens for several years casually along with my larger interests in the model railroading & transit fields I started mailing out a list of wants along with my correspondence. Well, a fellow in Dayton, Ohio, said he didn't have any or collect any but would check around. About 2 weeks later he had a friend (unknown to me) who gave him a handful of tokens that were lying around that he was going to throw away. These were then passed on to me in return for some postcards of RR engines (which I got free from the L&N). I had just sent in my money for AVA membership and when Atwood's Catalogue came I was amazed to find along with several 25¢ and up tokens, that there was Ohio 230 J, the ancient yellow celluloid token with 8 stars! This is not bad luck for a beginning collector, especially since I was not actively engaged in token hunting to get it."*

Your Editor, barely holding his yester in this race, found a very nice specimen of the rare Ohio 240 B of Defiance in yesterday's mail. The P.G. & E. token.

Dave Jordan has done all right lately, too. As he tells it: *"I read with considerable envy the accounts of cross-country token hunts which some of my fellow collectors have engaged in. I travel around the country occasionally too, but when I'm in a town where I think tokens might be found it seems that there is always something more pressing to do such as baby-sitting, going where my boss wants to go, etc. Consequently my token hunting is done almost solely by mail, which is, after all, probably the most efficient method in terms of good tokens located per hour or dollar spent. This past month I was able to find myself an Iowa 850 A (previously only one known) and a Pa 15 Aa (previously only one known), not to mention a couple of Lancaster County turnpike tokens which I can't claim much credit for finding since I bought them from a coin dealer. Over the past 3 years my campaign of letter writing to locate tokens at their source has netted me a number of census tokens and other cataloguing \$2.50 and up. Among my favorites are Ill 150 V, 720 A and D; Iowa 180 A, 640 H and J, 850 B; Ky 680 H; Mo 160 B, 200 A; NY 890 C; Ohio 165 O, 660 D, 860 B; Va 500 A; Wisc 95 A, 980 F; Wyo 810 A, and Guam 25 A. Unlisted tokens have been reported during the past year. Finding these tokens has required writing about 300 letters. If you've never tried locating your own tokens, you're missing half the fun of collecting. You'll never appreciate any token you buy from another collector as much as one you find yourself."*

There are still plenty of rare tokens out there waiting to be found. Let us hear from you when you find a rarity for your collection. Your good fortune will inspire the rest of us.

= THE 25¢ YOU SEND WITH ADDRESS-CHANGE HELPS KEEP US OUT OF DEBT =

= ADDITIONAL LISTING OF PERSONAL TOKENS OF VECTURISTS =

The listing of Personal Tokens which began on page 191 of the December 1966 issue of The Fare Box elicited considerable interest in these tokens, and seems to have started a new collecting interest among us. A number of additional listings have been struck, or reported, since December, and we list these below. The criterion for listing is that the token must bear the name of an A.V.A. member, past or present, and must be made of metal or plastic.

- STAMPS-COINS NUMISMATIST MAX M. SCHWARTZ NEW YORK CITY (MFG. NAME)
 3C B 30 Sd (Postage Stamp encased, either Scott 948a or 948b)[50]
 3D A 30 Sd " " " " " " " [50]
 [Correct the size of 3B to 35mm]
 A.J. FERRARO BURLINGTON-BRISTOL
 157A WM 23 Ch Good For One Fare [see Pa 125 A]
 EDWARD M. CUTLER 11603 RUTHELEN AVENUE LOS ANGELES CALIF. 90047
 215A B 35 Sd Collector of Transportation Tokens (horsecar)
 RALPH A. HINDE 225-30 106th AVE. QUEENS VILLAGE JAMAICA, N.Y. 11429
 287A Pr 38 Sd Collector of Transportation Tokens (trolley car)[200]
 ASSOCIATION DES NUMISMATISTES DE MONTREAL, INC. PRESIDENT 1967
 OLIVIER ST AUBIN ST. LAURENT, P.Q. CANADA
 386A K 35 Sd Collector of Transportation Tokens (horsecar)[100]
 386B B 35 Sd " " " " " [4]
 386C A 35 Sd " " " " " [4]
 JOHN A. BACKORA BELLVILLE OHIO 44813 I COLLECT PT'S & TT'S
 401A Pw 38 Sd Collector of Transportation Tokens (trolley car)[200]
 H.C. SCHMAL BOX 5238 PHOENIX 10, ARIZ.
 DEALER IN EXONUMIA SPECIALIST IN ARIZONA TOKENS
 402E T 30 Sd Great Seal of the State of Arizona 1912 Ditat Deus (Scene)(Sc)
 [402E is the same as 402A, but not plated. Both 402A and B were made of
 block tin. Only 5 were made of A, and 100 of E.]
 H C SCHMAL AVA 402 COLLECTOR OF PARKING TOKENS
 BOX 5238 PHOENIX ARIZ (PARKING GATE)
 402F Bz Ov Sd (blank)(rolled out on Lincoln cent)[200]
 [402C also exists rolled out on tax token and Lincoln cent, but not listed
 separately because same metal.]
 H.C. SCHMAL P.O. BOX 5238 PHOENIX 10, ARIZONA
 402G T 35 Sd Professional Exonumist Specialist in Arizona Great Seal of the
 State of Arizona 1912 Ditat Deus (scene)[block tin][100]
 JOSEPH ALLIS 48 E. 29th ST. NEW YORK, N.Y. 10016 (212) 684-8764
 431D Pr 38 Sd Collector of Celluloid - Vulcanite and Census Transportation Tokens
 431E Pg 38 Sd (like 431 D - 200 of each color made)
 431F Pb 38 Sd " " "
 431G Pe 38 Sd " " "
 431H Pw 38 Sd " " "
 H D ALLEN [in script] L441 GREETINGS TO VECTURISTS Can. Art. Dies
 441F X 25 Sd Chibougamau Quebec (buildings)[solid 24 karat gold; 2 struck]
 441G B 25 Sd " " " [4]
 441H Bz 25 Sd " " " [4]
 441I A 25 Sd " " " [4]
 [striking figures on previous listings: 441A (200); 441B (73); C & D (1,100)
 441E (11)]
 R.V. BRANDENBURG P O BOX 3132 PUEBLO, COLO. MONTHLY MAIL BID
 AUCTIONS
 553A A 32 Sd Keep Me and Have Good Luck Lucky 7 (horseshoe, 4-leaf clover,
 wish-bone, rabbit's foot, baby's shoes, all pictured)
 GOOD FOR 5¢ IN TRADE W.W. BOESE COINS-STAMPS 10 E. TOKAY
 LODI, CALIF. 1967
 764A Pe 38 Sd Collector of Transportation Tokens (trolley car)[200]

= MARCH SUPPLEMENT TO THE CATALOGUE OF WORLD TRANSPORTATION TOKENS =

By Kenneth E. Smith

Mr. Donald Capper, our ever alert collector in Great Britain, reported one of the top discoveries for 1967. He discovered a lot of 15 of the rare Union Canal Time Tickets which consisted of 12 different plus 3 varieties of duplicates. I've already acquired the duplicates for my collection. Based on his information there are apparently 3 other unlisted tokens yet undiscovered. I am therefore revising Edinburgh, Scotland, in the new catalogue as follows:

SCOTLAND - EDINBURGH 360UNION CANAL TIME TICKET

A o Bz 30 Pc	1st. Stage	One Hour	& 55 Mines.	(stamped W)	\$6.00
B o Bz 30 Pc	" "	" "	" "	" E	probable
C o Bz 30 Pc	" "	" "	" 45 "	" W	6.00
D o Bz 30 Pc	" "	" "	" "	" E	6.00
E o Bz 30 Pc	2d.	" "	" "	" W	6.00
F o Bz 30 Pc	" "	" "	" "	" E	6.00
G o Bz 30 Pc	" "	" "	" 35 "	" W	6.00
H o Bz 30 Pc	" "	" "	" "	" E	probable
I o Bz 30 Pc	3d.	" "	" 45 "	" W	probable
J o Bz 30 Pc	" "	" "	" "	" E	6.00
K o Bz 30 Pc	" "	" "	" 35 "	" W	6.00
L o Bz 30 Pc	" "	" "	" "	" E	6.00
M o Bz 30 Pc	4th.	" "	" 55 "	" W	6.00
N o Bz 30 Pc	" "	" "	" "	" E	6.00
O o Bz 30 Pc	" "	" "	" 45 "	" W	6.00
P o Bz 30 Pc	" "	" "	" "	" E	6.00

Q is the previous 360 C.

R is the previous 360 D.

Notes on the above tokens. E is for the trip East on the Boat; W is for the trip West on the boat. It is apparent that items A B E F I J M and N were first used and when the travel time was later decreased by 10 minutes per stage that the other tokens replaced these tokens. Listings B H and I are only probable listings as these three tokens are not now known. In Mr. Capper's collection are items A C D E G J K L M N O P. In my collection are items E F K L and P. It is probable that all the tokens should be Pc but some accidentally were not punched. Mr. Capper's 360 P and my 360 L are solid unpunched. Mr. Capper's 360 K has an extra d stamped upside down over the d. My 360 L is also thin.

I am now distributing both the cloth-bound and loose-leaf copies of the foreign catalogue, so those who wish to order now (price \$5.00 postpaid) will have immediate delivery. Of the 508 photographs in the book, over 500 are very nice. The printers took their time and have done a very good printing job.

Next month's supplement will be devoted to listing some recently discovered old French and oriental transportation tokens picked up by Mr. J.D. Ferguson.

Remember, when you report new discoveries, to be sure to send either rubbings or photographs. This is essential to insure accurate listings. Meanwhile, please keep the listings coming!

KENNETH E. SMITH

-

328 AVENUE F

-

REDONDO BEACH, CALIFORNIA 90277

Plans are now afoot to install horse-drawn herdie coaches in the Georgetown section of Washington, D.C. The first such vehicle will be installed by the end of summer 1967, and it will be a 13-foot-high double-decker 3-horse coach. The operating firm, Horse Buses, Inc., is "trying to make a working museum of conveyances used in the city in 1890. None of the buses will be the same." To which we add, more power to them! And we trust that appropriate tokens will also be used.

= MARCH SUPPLEMENT TO ATWOOD'S CATALOGUE =
By Ralph Freiberg

CALIFORNIA

Perris 640 (Reported by Robert M. Ritterband)
ORANGE EMPIRE TROLLEY MUSEUM PERRIS, CALIF. GOOD FOR ONE RIDE
A B 34 Sd California Association of Transportation Token
Collectors Join Now (Sc-clover leaf) \$0.25

IOWA

Marengo 575 (location reported by Dave Jordan)[ex-Unidentified #116]
MARENGO BUS LINES O.O. MAYS PROP 25
A o B 25 Sd Walking is a Bad Habit Get Out of It Oliver 3.50

OKLAHOMA

Norman 610 (Reported by New Issues Service)
SOONER SURREY CO. NORMAN, OKLA.
C o WM 16 N Good For One Fare [used only in Sept., Oct., Nov., 1965] .15

PENNSYLVANIA

Clay 197 (Reported by Dave Jordan)
C & H TURNPIKE 3
C o B 30 Pc (blank)(Sc-clover leaf)[obverse letters incuse] 5.00

CORRECTION

Mont 260 A (listed last month): all letters are incuse, and reverse wording
is in script.

= NOTES BY RALPH FREIBERG =

Five hundred of the Orange Empire Trolley Museum tokens were struck, and they went into use on March 12. This token will be handled by the New Issues Service. See article elsewhere in this issue for more details about the token.

A couple months back the Marengo token was listed as a maverick. However, Dave Jordan thought of Marengo, Iowa, and did some research on it. He learned that there was a man named Oliver O. Mills who operated a hack line in Marengo, Iowa, and also in Amana, Iowa, in the early 1900's. Sometimes when you report a token it would be a good idea to send us more than one rubbing, so that we could send the rubbing to anyone who was interested in seeing what the token looked like. The letter "g" on the token may have looked like a "c" --which prompted us to describe it as saying "Marengo." But we suspect that closer examination will prove the C to be a G.

Sooner Surrey was a company that operated in Norman in September, October, and November of 1965. After much letter writing, including to our friends in Oklahoma, we finally found Mike Thompson, who operated the line, and he sold some of the tokens to Mr. Hargett, who in turn let the New Issues Service have a quantity of them for its subscribers. This is a case where we found out about the tokens just in time, as they were about to be destroyed! The N.I.S. has enough of these tokens for any A.V.A. member who wants them, including those who are not subscribers to N.I.S. If you want one and aren't a member of N.I.S., just write John Nicolosi. The bus route covered about 20 miles in Norman (which is the home of the University of Oklahoma, by the way) with service scheduled every 15 minutes from 7 am to 6 pm. Fare was 15c or 2 tokens for 25c. No children's tokens were issued. Ten Ford Econoline buses were used. Each bus had a fringe around the top on the inside, hence the name sur-rey. The word "Sooner" was used in honor of the University's nickname (after the nickname of the state, the Sooner State, for folks who jumped the gun "too soon" back when the Indian Territory was opened up for exploitation).

Dave Jordan came up with another of the Clay & Hinkletown tokens. He also found one of the "2" tokens but with a hole in the top. Possibly all of these came solid but some of the gatekeepers holed them so they could be hung on a wire.

= MARCH SUPPLEMENT TO FEISEL'S CATALOGUE OF PARKING TOKENS =
By Duane H. Feisel

INDIANA

Hammond 3390 (Reported by John Nicolosi)
T & P PARKING HAMMOND IND. 150 WILLOW CT.
B Bz 25 Sd Parcoa Token (gate)(Rev. D) \$0.25

TEXAS

Greenville 3400 (Reported by H.C. Reidling)
MUTUAL BUILDING AND LOAN GREENVILLE, TEX. (GATE)
A Bz 25 Sd Parcoa Token (gate)(Rev. D)(1966-) .25

DISTRICT OF COLUMBIA

Washington 3500 (Reported by Julius Sherr)
VA HOSPITAL WASHINGTON D.C. (GATE)
E Bz 25 Sd Parcoa Token (gate)(Rev. D)(10/66-) .25

CANADA - NEW BRUNSWICK

Fredericton 3300 (Reported by J.A.W. Cassidy)
CAMPBELL ST. PARKING
A B 23 Sd Parking Token (1/1/67-) .25

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

Seems like I just got through doing the supplement for February! This time we have a rather skimpy supplement since it has been only a couple of weeks since the last one appeared.

The Hammond, Ind., token is apparently a new order by T & P Parking. I have not been successful in getting any answer from these people, but others have sent 25¢ and received the token. If you write, I suggest that you mention that you will accept either token that they have used.

The Fredericton, N.B., token is sold by the City to merchants for distribution to customers. So far the plan has not been very successful.

PTNIS members will not receive any of the listed tokens this month.

= MARCH NEW ISSUES SERVICE REPORT =
By John G. Nicolosi

We send out 3 tokens this month, so things are looking up! First, Cal 640 A, and our thanks to Bob Ritterband for making these available to us. Second, Okla 610 C, our first token inscribed "surrey." Our thanks to J.L. Hargett for arranging to obtain these for us. Third, those who collect foreign will receive a "ByBusser" token from Viborg, Denmark. Our customary thanks to Joe Kotler for making these available to us. All members, both Associate and Regular, will receive the above 3 tokens (if you collect all 3).

In 1962 the N.I.S. sent out Puerto Rico 640 H and G to its members. I now have an opportunity to get more of these. So if you weren't in the N.I.S. then, and if you'd like to get these two tokens, just send me a postcard saying you want them. I will deduct 50¢ from your N.I.S. account. Non-members of N.I.S. may also order them simply by sending 50¢ cash. I'll wait 2 weeks after receipt of the March Fare Box before ordering these, and then of course it'll take a bit of time to get them from Puerto Rico, so be patient. But be sure to send me your order for them immediately, as orders received late can't be filled. Remember the deadline: two weeks after receipt of this issue of The Fare Box.

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THE FARE BOX

A Monthly News-Letter for

Transportation Token Collectors

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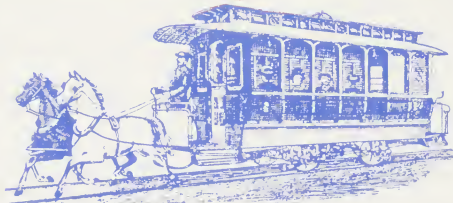
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VOLUME 21, NUMBER 4

APRIL, 1967

OUR 238th ISSUE

MAX SCHWARTZ SELLS COLLECTION TO DUANE FEISEL

Just at publication time the following announcement was received with respect to what is the largest financial transaction in the history of token collecting:

"Max M. Schwartz, first President of the A.V.A., and Duane H. Feisel, currently President of A.V.A., take pleasure in announcing that pursuant to an understanding reached several months ago, they have just consummated a transaction by which Feisel purchased Schwartz' collection of tokens of North and South America. The collection, assembled over a course of twenty years, contained many instances of the only known token, hundreds of census pieces, and was extremely rich in die varieties, all of which will enhance the splendid collection heretofore held by Feisel. No details of the price will be released, except that it was the highest amount ever paid for any collection of tokens up to now, by far exceeding that paid for the Roland Atwood collection purchased by Harold Ford and John Coffey several years ago. Schwartz will continue collecting tokens and has already several thousand pieces in his new collection."

Just received is the 1967 AVA membership roster, prepared by Bob & Anna Butler. It is a beautiful job, in booklet form, and far easier to use than the old rosters published in The Fare Box. We are grateful to Bob and Anna for the great amount of work that went into this excellent little booklet, and we know that our members will find the listing valuable and interesting. Together with the booklets, which were mailed by 3rd class to all members, the Minneapolis club sent along rate cards for the Curtis Hotel, which will be headquarters for the A.V.A. Annual Convention this year August 4-6. Members planning to attend should mail in the reservation cards early, to make reservations certain of confirmation. We think the rates are quite reasonable for such a fine hotel.

We are running low on our supply of good articles for publication in The Fare Box, and welcome anything our members care to write for us that would be of interest to our readers. And remember the New Finds column and your free ad privilege. Every A.V.A. member may publish a free 6-line in every issue, offering anything you want, subject only to the limitation that auctions may include only tokens which are obsolete and catalogued for at least 25¢ each. But remember that ads in the June, July, and August, issues must be limited strictly to fare tokens and parking tokens.



- 954 MRS. VIRGINIA KING - ROUTE 6 - COLUMBIA CITY, INDIANA 34833
Age 44; Nurse. Collects U.S., Canada, Parking. (Bachora)
955 EDWIN J. LANWERTH - 5732 OLEATHA - ST. LOUIS, MISSOURI 63139
Age 53; Accountant. Collects U.S. only. (Gladys Maxwell)
956 BERNARD YAGODICH - 345 CORINNE STREET - JOHNSTOWN, PENNSYLVANIA 15906
Age 34; Steelworker. Collects U.S. only. (Freeman)
957 JIM RASMUSSEN - BOX 214192 - SACRAMENTO, CALIFORNIA 95821
Age 44; Agricultural Inspector. Collects U.S. only. (Moyer)
958 EDWARD N. DUNN, JR. - 8356 OLD PHILADELPHIA ROAD - BALTIMORE, MARYLAND 21206
Age 39; Woodworker. Collects all types. (Mazeau)
959 CARL L. ROETHKE - 1759 GRATIOT AVENUE - SAGINAW, MICHIGAN 48602
Legal age. Project Engineer. Collects U.S. (Mazeau)
960 ELWIN C. LESLIE - 7659 RIVER ROAD - OLMSTED FALLS, OHIO 44138
Age 55; Lettering Artist. Collects Foreign Only. (Freeman)

REINSTATEMENTS TO MEMBERSHIP

- 472 Stephen Album - 22 El Camino Real - Vallejo, California 94590
729 Doris V. Drachenberg - Box 97 - San Perlita, Texas 78590
182 William C.L. Hofmann - 1684 Dixwell Avenue - Hamden, Connecticut 06514
387 James P. Northcutt - 2222 North Bissell - Chicago, Illinois 60614
407 J.H. Roy - 10201 Christophe-Colomb - Montreal 12, Quebec
527 Roy E. Walter, Jr. - 26045 Normandy - Roseville, Michigan 48066
584 George D. Young - 307 Hillview Avenue - Syracuse, New York 13207

CHANGE OF ADDRESS

Andrew Morgan - P.O. Box 2448 - Wichita Falls, Texas 76301

= AN IDEA ON UNIDENTIFIED #22 = By Donald Punshon

Atwood's Catalogue lists Unidentified #22 as being a round brass 28mm pierced token. The obverse is marked "BUS FARE I.N.W." The letters are incuse and the reverse is blank.

Recently in reading through an 1895 buyers guide that lists a vast assortment of items and the companies that can supply them I found the heading of wagons. Listed as a manufacturer of delivery, express, and passenger wagons was the I.N.W. Sherman Company of Chicago, Illinois. This combination of initials leads me to connect the token to listing of passenger wagons. As today we say, "a G.M. bus" rather than calling it a General Motors Company bus, or in the old days they said "a Concord Stage" rather than calling it an Abbot-Downing Company of Concord, New Hampshire, Stage Coach, the easiest thing in the world would be to call them I.N.W. wagons. It would be to the company's advantage to have a convenient and easily remembered name like this. As a sales aid they could do like other companies had done: issue tokens to give to purchasers of their passenger wagons to be used as fare tokens. These tokens would have the initials of their wagons and a designation of fare on them and most likely the reverse would be left blank so the user could put his name on them if he so desired.

The above is all theory but it does fit into a nice and neat package. If this holds true then Maverick #22 would fit into the Manufacturers Samples section rather than into any one location.

Rapid Transit Lines of Houston, Texas, increased fares on March 15 from 28¢ to 30¢ cash, and tokens from 9/¢2 to 8/¢2....Community Traction of Toledo, Ohio, increased fares on May 14 from 30¢ to 35¢ and tokens from 5/¢1.50 to 5/¢1.60.

= THE HORSECARS OF HAMILTON, ONTARIO =
By Ken Palmer

The Hamilton Street Railway Company has provided the City of Hamilton with public transportation since 1874. The "HSR" as the company is commonly known, has kept pace with the changing modes of surface transportation, and has expanded its services as required by the needs of a growing community.

In the early years after its inception the HSR required eight cars and 50 horses to provide transportation service for a population of about 30,000. Today scores of modern buses, both electric and motor-driven, service an area population of 395,000.

Through the eras of the horsecars, the trolley cars, and the buses, the HSR like many public transit systems has gone through periods of turbulence. Disputes with city council over right-of-ways, track maintenance costs, etc., have been common; even violence erupted in 1906 during a strike by employees over wage demands and union recognition. In order to quell a frenzied mob of some 10,000 demonstrators, it was necessary for the sheriff to read the riot act from City Hall steps, and the mayor called out the troops. The forcible dispersal of the mob at bayonet point resulted in injuries to at least 200 persons; and charges were laid against many others. The Ontario Labor Board intervened later, and granted the workers union recognition, but the wages remained at 18¢ per hour!

The HSR has changed ownership several times since its incorporation in 1873. The Hamilton Street Railway Company, Ltd., and its subsidiary Canada Coach Lines, Ltd., is now owned by the Corporation of the City of Hamilton.

The adult fares which the HSR has been authorized to charge have increased from 5¢ in 1874 to the current 20¢ "drop fare," or 16½¢ by the purchase for 65¢ of a strip of four tickets. The paper ticket has always been the medium of exchange used by the HSR with the exception of a 5¢ token which appeared briefly during the horsecar era. It is this era, therefore, which will be of most interest to token collectors.

It was in 1873 that Mr. Lyman Moore and his brother-in-law Dr. Lewis Springer applied for and were granted a charter to operate a public transportation system in the City of Hamilton. Conditions of the charter stipulated that two miles of track were to be laid by January 1, 1875. The cars were to be drawn by horses or mules at a speed not to exceed seven miles per hour, and adult fares were to be 5¢ and children's fares to be 3¢.

The early HSR horsecar tracks were a single track system. At the end of the line the driver had to unhitch his horse or team (both single-horse and double-horse cars were in use) and re-hitch at the other end of the car for the return trip. Later, turning switches were installed and some double track was laid for passing. Teams hauling cars were hitched in an off-set position, one horse travelling between the rails, the other outside the rail. While adding to the cost because of the additional right-of-way required, this system was deemed to be essential as it helped to prevent accidents from occurring on sharp turns. As the system expanded additional horse barns were located at strategic locations along the routes, providing fresh horses as required. Hostlers attended to this chore at designated change points; and it has been recorded that horses were changed every hour during one summer's extreme heat wave.

The early horsecars of the HSR were of the usual type of the period, open back and front, with two lateral rows of benches, the passengers on one bench facing those on the other bench. They were lighted at night by two kerosene lamps, one at the back and one at the front. They were unheated in winter and the floor was covered with a generous layer of pea straw, which was (as a local historian has written) "regularly sifted for dropped fibre fare tokens, similar to today's five-cent piece." Instead of using name plates to identify the routes, the cars of each route were painted different colors, such as red, green and yellow. The driver stood on a platform outside, completely exposed to the weather, and besides performing his usual duties, frequently assisted elderly lady passengers to their door steps.

The introduction of steam-generated electric power spelled doom for the horse cars of Hamilton. The number of horsecars in operation had increased to nearly 25 when, in 1892, it was decided to change from horse power to electric power. The old iron rails were replaced by steel rails; new trucks were purchased and hauled to the Stuart Street barns in preparation for the changeover.

The old horsecars were completely revamped, vestibules, fenders, motors, electric wiring etc., added, and placed on the new trucks. In July, 1892, a trial run was made along James Street starting from the Stuart Street barns. The electric power had not yet been turned on, but the first HSR electric trolley rolled along hauled by four of the finest horses that the hostlers could provide!

The only token known to have been used by the HSR is the one listed in Atwood's Catalogue as Ontario 400 A. Varieties exist, possibly due to the process used in the striking of vulcanite tokens of the period.

Present day Hamilton Street Railway officials estimate the date of issue to be 1878. They also state that its use was "brief." Dr. Joseph LeRoux lists this token in his publication of 1888 as No. 1028 under "Counter Checks" of the period 1867-1888. He assigned it a rarity of R-4, i.e., "obtained with difficulty."

= THE USE OF THE 20mm TOKENS OF THE PITTSBURGH RAILWAYS COMPANY = By Lazear Israel

In the years before and during World War II, Pittsburgh was very much a street car city. Most people rode the cars, and most riders used tokens--Pa 765 Z. The basic fare was 10¢ cash or one token, sold at 3 for 25¢. Generally, on multiple-zone city lines, the 2-zone fare was double the single-zone fare--20¢ cash or two tokens.

A subsidiary of the Railways company operated about 125 buses, mostly on lines that connected with the car lines and operated at the same fares. With two exceptions, though, Pittsburgh Motor Coach (the subsidiary) operations into the downtown district were premium-fare services. The cash fare on these lines was 15¢. No tokens were used, but tickets were sold 8 for \$1 and 20 for \$2. The premium-fare bus lines offered no transfer privileges.

Back to the car lines. With lock type fare boxes, the number of tokens sold by each operator was enormous. The wartime increase in transit patronage brought on the inevitable shortage of tokens. Brass just wasn't to be had, so Pa 765 AA, a steel token, was introduced to alleviate the situation somewhat.

After the war, an additional supply of Pa 765 Z was obtained to meet continually expanding needs and to replace 765 AA. These new tokens were, apparently, of the same design as their older counterparts, but they could be distinguished from each other quite readily by color differences--due both to somewhat different metal content and to discoloration of most of the older tokens from age and handling.

One interesting characteristic of Pa 765 Z undoubtedly played a part in the design of 765 AA. The tokens were issued to the operators in open-ended rolls. With the triangle in the center of 765 Z, a glance through the roll would reveal immediately the presence of any coins and most "foreign" tokens. The center hole in 765 AA served the same purpose.

Token fares were discontinued effective January 5, 1948, but tokens already in circulation were accepted for some time thereafter along with additional cash.

A fare hike was then scheduled to go into effect June 20, 1949, calling for tokens again, and a new token was ordered (Pa 765 AB). But the fare hike was postponed until November, 1949, at which time the new tokens went into use.

= PRICES REALIZED AT GEORGE DIEHL'S APRIL, 1966, AUCTION =

<u>Maine</u>	25 ABCDE..2.25	325 D....\$5.00	495 L....\$1.25	750 W....\$1.10
480 B...\$20.00	70 A no bid	340 E no bid	515 B.... 3.85	750 Z.... 3.35
780 A.... 1.45	70 B no bid	400 C.... 3.85	720 A.... 1.10	750 AT... 7.65
	70 C......55	400 D.... 3.85	725 G.... 6.05	860 A.... 2.10
<u>Pennsylvania</u>	165 E.... 6.20	405 A....12.35	725 J.... 1.10	870 A.... .90
10 B...no bid	320 A.... 3.45	445 C.... 1.75	750 L.... 7.50	965 C....21.50
		495 E....37.50		

Recently Donald Punshon of Chicago, curious as to the exact nature of the use of the Moscow and Leningrad subway tokens, sent a letter directly to the Editor-in-Chief of *Soviet Life* magazine in Moscow, USSR. Back came the following interesting letter from Mr. Vladimir Pozner, the Editor, which should clarify the situation considerably:

Dear Mr. Punshon: Thank you for your letter of March 18. Here is the information to your questions: 1. The tokens for the Moscow and Leningrad metros were issued in 1959 and served until 1961. Their value was 50 kopeks. This was before the price reform of 1961 when there was no 50-kopek piece--hence the need for a token. After the price reform (10 old roubles = 1 new rouble) a fifty-kopek piece was introduced, but prices dropped in accordance with the reform. So a trip on the metro cost no longer 50 kopeks but 5. So the token was replaced by the old five kopek piece (of the money in circulation, only the copper 1, 3, and 5 kopek pieces were not taken out; all silver coins were changed--they are now 10, 15, 20, 50 kopeks and 1 rouble; the latter also exists in paper). When in use, the tokens were used by everyone. 2. No other tokens per se were used in these cities. 3. No tokens were used in Kiev or Tbilisi because the construction of the metro in these cities was completed after the price reform. 4. Tokens were not used on children's railroads. 5. Actually, a type of token is used on trolleys, buses, trams: they are little tear-off slips each one of which is equal to the fare of the particular type of transportation: 5 kopeks for bus, 4 for trolley, 3 for tram. Each booklet consists of 10 tear-off slips and can be acquired by asking the driver to sell one or more booklets.

In view of the fact that these tokens are of such recent vintage, it may be assumed that the value assigned to them in Smith's foreign catalogue is an accurate representation of what they are really worth. Joe Kotler informs us that USSR 400 ZB is much older than the other two. We'd like to get an authoritative statement on that one, too.

= APRIL MEETING IN MINNEAPOLIS =

The Midwest Transportation Token & Ticket Club met April 2, 1967, in the Moroccan Room at the Curtis Hotel. Present were: Baker, Chesney, Laflin, Linke, Knobloch, Svobodny, Kurtz, Klugman, the Barnetts, Walter Sweet of Coon Rapids, Gordon Wold of Princeton, Les Thompson of Stillwater, and Douglas Redies of Cedar Rapids, Iowa. Ann and Robert Butler were absent from a meeting for the first time. Ben Barracough and Kenneth Snyder called during the meeting; they are feeling much better.

Much time was spent talking of the coming A.V.A. Convention. The convention has been registered with the Minneapolis Chamber of Commerce (701 2nd Avenue South, Minneapolis, Minn. 55402). They will send information about the local area to anyone who cares to write to them asking for it.

Quincy Laflin will handle a floor auction for the group. Any A.V.A. member who wants more information about the Convention or hotel arrangements is invited to write Floyd & Martha Barnett (5425 Portland Avenue South - Minneapolis 55417). The three co-chairmen of the convention are the Barnetts and Quincy Laflin, former A.V.A. President.

= G.W. GRAETER OF VINCENNES, INDIANA =

Ind 930 A has a beautiful monogram and a "5" on its reverse. We figured the monogram was WGG. Now Don Punshon informs us, after studying an 1887 Poors Directory, that a G.W. Graeter was Superintendent of Vincennes Street Railroad. So the monogram should read "GWG" being, no doubt, the initials of Mr. Graeter. We live and learn.

FOR SALE: ticket for employee use on Union Depot Bridge & Terminal Railroad Co., obsolete since 1925. Bridge crossed Missouri River at Kansas City. Unused, 15¢ & S&W. Harold O. Hunt - 6503 N. Broadway - Kansas City, Mo. 64151

TRADE Independence National Bank PT for TT's from Alabama, Delaware, Idaho, Nev., W. Wyo. = Frank C. Greene - Skyline Inn, Rt. 25 - Kansas City, Mo. 64151

I NEED THE FOLLOWING tokens for my collection: NY 10 A, 80 A, 280 C, 365 A, 380 C, 425 C, 500 A B, 615 E, 629 C E H I J K, 630 X Z, AB, 631 A B H I, 632 A, 640 B D E F G, 675 A, 680 D, 735 B D, 810 B C, 905 D E, 945 C F, 955 B. Write first. Robert Misdorn - Box 731, Pamrapo Station - Bayonne, N.J. 07002

FOR SALE TO HIGHEST BIDDER: Wisc 790 A or will trade for elongated coins. TRADE-BUY: will trade or buy elongated coins. Have TT to trade. MILLIMETER MEASURING CALIPERS: SALE PRICE \$4.95...1 month only (reg. \$6.95) For tokens or medals. Also measures in inches or 64ths, known as Tam-o-Cal. Order yours and one for friend collector. = A.A. Rosato - 44 Bank Street - New Milford, Conn. 06776

WANTED: Mich 65 A D E F H, 75 C, 170 A B, 225 A B, 265 A, 370 A B C D E F G N, 510 A B, 525 A B I, 530 A B C D K, 560 A I K, 585 A, 590 A B, 605 all except B K, 630 A, 635 B, 680 A B C D H J, 735 A B, 845 A B F N Q S, 945 A. 500 duplicates to trade or will buy. = Raymond E. Olson - 39850 Schoolcraft - Plymouth, Mich. 48170

I have about 15 Va 3580 K that I will sell for \$1 each or trade for any TT that catalogues 50¢ or more. = B.R. Rogers - P.O. Box 10038 - Norfolk, Va. 23513

FOR TRADE: Ark 285 B; Ala 560 Y; La 30 E F, 80 A, 670 A C D, 810 F; Miss 350 A, 460 J, 500 B, 900 Ia Ib J K; Miss 3900 A. Send your list of traders to: Lou Crawford - Box E - Long Beach, Mississippi 39560

ONLY \$1 EACH: Fla 380 D, 860 A. Ku Klux Klan token from early 1920's. Ben Odesser - 158 N. Parkside Avenue - Chicago, Ill. 60644

TRADE: McPherson, Kans., TT for Colo. TT rarities. Best trade offer. Also Calif. trade tokens for Colo. dupes in trade tokens. Have Ill., Ia., Mo., Fla., Tenn., Minn., Ore., Nebr., S.D., N.D., Ariz., to trade for Colo., Nev., Idaho. Also want to buy 400 or 300 different trade tokens. Best offer. Paul W. Stewart - 3356 Leyden - Denver, Colo. 80207

FOR EACH DIFFERENT TT you send (up to 15 per trade) I will return your choice of one each of the following: "S" Lincoln, 1960D small date Lincoln, war nickel, buffalo nickel. = M. Howard Kramer - 1901 North Illinois St. - Arlington, Va. 22205

FOR BEST OFFER: Iowa 730 A; NY 630 AP, 785 C; Ohio 175 A, 750 A; Pa 25 A C D; SC 997 A B C; Okla 590 D. Ralph W. Winant - 500 W. Summit Ave. - Wilmington, Del. 19804

FOR TRADE: Mass 45 A, 135 A, 270 A B, at catalogue value. Also trade Johnny Appleseed, bronze or silver medals, for transp. tokens I need. Send your trade list. George H. Wyatt - Skylark Lane - Lunenburg, Mass. 01462

FOR TRADE: Ala 570 D; Kans 40 C, 150 A, 250 B E, 450 G, 820 D, 880 B, 940 B C, 970 J; Ky 10 N, 150 D E, 480 S, 510 BS BL, 680 E; La 30 E, 670 D, 730 A, 810 F; Md 60 AH, 380 A, 770 A; Mass 115 N, 135 A, 355 A, 970 D; Mich 75 D E F G I J, 225 G H J, 360 B, 370 I L, 375 A B, 525 H L, 770 F. Robert Kelley - 6315 Parkview - Mason, Ohio 45040

CONN. TOKENS WANTED: Will pay as follows: \$25 each: 55 A, 160 A, 220 A, 230 A, 325 A, 750 A; \$15 each: 290 A, 305 A B C; \$10 each: 235 A C, 998 A B C D E F; \$5 each: 345 A; \$1.50 each: 305 I, 525 A, 560 B; \$1 each: 85 C, 320 B. Foster B. Pollack - 1841 Broadway, Room 701 - New York, N.Y. 10023

SPECIAL: ATWOOD'S SUPPLEMENT #3 (Nov. '63 thru Jan. '67) \$1.75 pp; Supplement #2 (Nov. '63 thru Dec. '65) still available, \$1.50 pp. SPECIAL COMBINATION OFFER: Supplements 2 & 3, \$2.50 pp. N.E. Vecturist Assn. - 1841 Broadway, Room 701 - New York, N.Y. 10023

FOR TRADE: NY 945 D (scarce) for four circulated very good or better Indian Head pennies plus postage. J. Marshall English - 3500 24th Avenue North - St. Petersburg, Fla. 33713

TRADE: Ky. trade token with street address, city & state on it, for 2 parking tokens cataloguing 15¢ or one cataloguing 25¢. Stanley Buckley - 23 18th Street - Newport, Ky. 41071

ANYONE HAVING Transportation Tokens for sale please write Brandenburg, P.O. Box 3132, Pueblo, Colo. 81005. Please don't waste my time unless you have something to sell.

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WILL BE LISTING around 200 lots of transportation tokens as long as I can get the material. Anyone desiring a catalog write to (paid)
 R.V. Brandenburg - P.O. Box 3132 - Pueblo, Colorado 81001
 FOR TRADE for other U.S. TT's: Calif 450 B J, 630 G, 745 L, 835 G; Ohio 125 K, 990 B; Tex 255 N.
 Lazear Israel - 936 S. Genesee Ave. - Los Angeles, Calif. 90038
 SPECIAL OFFER! Nice British Transport Tokens, 30 for \$3; 100 for \$10. An ideal starter for your collection. Postpaid ship mail. Send cash or international M.O.
 Donald Capper - 14 Acresfield Ave., Audenshaw - Manchester, ENGLAND
 PENNSYLVANIA TT's NEEDED (concluded from last issue): 750 C D E F H I J K M N P Q S T U V A J, 755 A, 765 A B C D E F G H I J K L M N O P S U V W, 785 A, 840 A B C D, 875 A, 940 A C, 950 F, 965 A B E F G H, 975 B C D, 985 A B, 997 ABCDEFGHIJKLNOPQ, 998 (all), 999 (all), 1000 A.
 Dr. Herman Aqua - 487 Bennett St. - Luzerne, Pa. 18709
 FOR SALE: facsimile ditto copies of the first issue of THE FARE BOX, July 1947, 4 pages. 25¢ per issue plus 5¢ stamp. Also August 1947 & Sept. 1947 facsimile ditto copies at 25¢ per issue plus 5¢ stamp.
 E.J. Miller - 3257 Idaho Lane - Costa Mesa, Calif. 92626
 DO YOU want to redeem your silver certificates for silver bullion from the US Govt? Send SAE for details. TRADING: 1000 diff. worldwide postage stamps for \$2 total cat. value tokens I need; one circulated wartime silver nickel for any token I need.
 WANTED: Canadian tokens of all kinds. ANYONE collect metered postage?
 Sam Ruggeri - 1018 So. Carley Ct. - North Bellmore, N.Y. 11710
 FOR SALE TO HIGHEST BIDDER: incomplete set of 39 uncirculated Nurnberg, Germany TT's. Missing 740 E (clouds in sky) J M O Y A G A S. STEVE MELLAS, AKRON, OHIO, trade tokens, 5¢, 10¢, 25¢; \$1.50 - per set.
 L.R. Hawthorne - 334 Vine Street - Glendale, Calif. 91204
 DOES ANYONE have any transp. tokens that are common to sell for 15¢ or less? If you do, send me your list. I have some small notes from the Old Colony Railroad Co. stating they will pay the bearer on August 24 \$27.50 in gold coin and has a picture of a steam engine on it. If anyone wants one make offer in TT's or PT's.
 Jeffrey R. Brashares - 825 Peaceful Path - Mansfield, Ohio 44907
 CATALOGUE OF WORLD TRANSPORTATION TOKENS AND PASSES EXCEPT NORTH AMERICA, first edition, at \$5.00 each, either cloth-bound or loose-leaf. Please specify which. Add 50¢ if outside the U.S. Make check or M.O. payable to Kenneth Smith. Order from:
 Kenneth E. Smith - 328 Avenue F - Redondo Beach, Calif. 90277
 WILL TRADE NEW 100 B for any of these Texas tokens: 5 A, 30 A B, 50 C D E F, 60 A, 65 A C E F G H, 135 D, 145 E F G H I K, 225 A, 255 H K M, 265 A, 270 B, 275 A, 340 E F G, 360 C, 400 A, 445 A J K, 565 A, 590 A, 630 A, 690 B, 710 D, 760 A C D E, 805 A, 940 A, 945 A, 810 G, 985 A.
 E.M. Rice - 212 Westhaven Drive - Austin, Texas 78746
 WILL TRADE a "good for one quart of milk" token from Brookings, Oregon, for any 25¢ TT except Pa 70 A or ND 560 A. SAE please.
 Frank Kelley - P.O. Box 24 - Harbor, Oregon 97415
 FOR BEST CASH OFFER: Mich 370 G, 605 Ab; MSPT 3057 A; Ga 690 A.
 John G. Nicolosi - 3002 Galindo Street - Oakland, Calif. 94601
 WILL TRADE all or part of the following S Liberty Quarters: 23-S v.g., 26-S g., 25 g., 18-S v.f., 26-S v.g., 24-S v.f. -- for Alaska, Hawaii, Texas, California, TT's common on up needed.
 Randy Olsen - 901 Roberta - Barstow, Calif. 92311
 STILL HAVE OHIO 730 B & D, Okla 590 C & D, for trade.
 George H. Sanders - 1570 So. Quietto Ct. - Denver, Colo. 80223
 SPECIAL (good only till May 20) CSNS BUS TOUR TOKENS (Ill 150 AD AE, 1000 A B C) for \$3.25, albeled and postpaid. Also 100 different \$12, 200 diff. \$26, 300 diff. \$42.
 K.V. Hayes, Jr. - 209 Brown St. #6 - Vacaville, Calif. 95688
 A STAMPED ENVELOPE OR YOUR PERSONAL TOKEN will get, for you, one of my new personal tokens. = W.A. Whitfield - 110 California, S.E. - Albuquerque, N.M. 87108
 FOR SALE: NY 630 AC, 25¢; Pa 70 A, 25¢, Pa 65 N, 15¢. SPECIAL Pa 200 A B C D E, all five for only 50¢!
 Daniel DiMichael - P.O. Box 485 - Coatesville, Pa. 19320

WANTED: British Columbia tokens that I need, any kind, trade, advertising, bakery, dairy, etc. Also Br. Col. medals, sports, agriculture, etc. Let's hear what you have. Maybe we can make a deal. Swap or cash.

William Magee - 1320 Pandora Avenue - Victoria, B.C.

FOR TRADE: 20 all different parking tokens from western Penna. for one book green trading stamps. 25 ditto for one book "T.V." trading stamps. Set of 17 Shafer Zone Checks (Pa 997 A-Q) for 12 books "T.V." trading stamps.

Harry C. Bartley - 224 Lincoln Ave., Bellevue - Pittsburgh, Pa. 15202

TRADE TOKEN COLLECTORS ATTENTION! The first of the "50 state" trade token books is out! "Trade Tokens of Wisconsin" 224 pages with many pictures. \$5.00 postpaid from the author: Gerald Johnson - 1921 Chase St. - Wisconsin Rapids, Wis.

ABERDEEN CORPORATION TRAMWAYS (Scotland 30 AR): These 3/4 penny celluloid tokens were introduced in 1921 and were used extensively till 1926 when the fares were reduced to a halfpenny. I've uncovered a small group at \$1 each....Uncommon early vulcanites from Capetown, South Africa 160 D AB AL AH BK BM, the lot \$11. New WM Copenhagen Mermaid streetcar tokens 50¢, 5/\$2. Postage Please!

J.M. Kotler - P.O. Box 248 - Glencoe, Ill. 60022

NEED THE FOLLOWING: Colo 20 A B, 140 C, 280 A, 300 A, 440 A B C F, 540 A B C, 760 A C D E H I O, 860 A B D. Will pay 3 times catalog for any of them, or will trade. Just let me know if they are available.

Syd Joseph - 870 So. Hudson - Denver, Colo. 80222

FOR TRADE: 50 different foreign postage stamps for 50 bus-trolley-railroad tickets-transfers or for 3 20¢ fare tokens.

George Schroder - 78-14 160 St. - Flushing, N.Y. 11366

BETTER TRADE TRANSPORTATION TOKENS WANTED - to build up my collection and I will buy or trade for tokens I need. I have many duplicate tokens and can offer you quality or quantity in the items you need for your collection. Will also buy for cash.

Duane H. Feisel - P.O. Box 1661 - Palo Alto, Calif. 94306

IF YOU WILL BE VISITING MONTREAL in 1967 for Canada's Centennial or Montreal's World Fair, visit me and receive free one tour token for Montreal.

Barry Uman - 4155 A Mackenzie Street - Montreal 26, Quebec

Send \$1.00 plus stamped envelope, and receive one Conn 50 A and two Cypress Gardens, Fla., souvenir game counter tokens (you get 'em by feeding the slot machines!). All profits go for Branford Trolley Museum track fund.

W.G. Fyler - Drawer #7 - Babson Park, Fla. 33827

FOR SALE: Tenn 345 C, brilliant uncirculated condition, only \$1.00 plus stamped envelope. I can fill only 20 orders for this one, so first come first served. ALSO FOR SALE: first check for \$12.50 gets my one duplicate of scarce SD 260 A. Send stamped addressed envelope for return of your check if you miss out, please.

Donald N. Mazeau - P.O. Box 31 - Clinton, Connecticut 06413

I HAVE ONE EXTRA COPY OF VOLUME 1, NUMBER 1, of the TAMS JOURNAL (then called the "Quarterly Bulletin of the Society of Token, Medal & Obsolete Paper Money Collectors"), April 1961. Mint condition. First check for \$4.00 takes it, postpaid.

ALSO FOR SALE: NH 240 A: 25¢ for old die, 50¢ for new die (quite different), plus stamped envelope. WANTED: ONTARIO 825 A and 850 A. Somebody talked me out of mine!

John M. Coffee, Jr. - P.O. Box 1204 - Boston, Mass. 02104

ATWOOD'S CATALOGUE OF U.S. & CANADIAN TRANSPORTATION TOKENS, 480 pages cloth-bound, including 27 plates of pictures of rare tokens. The official standard of the hobby, price \$5.50 to A.V.A. members postpaid (\$7.50 to others).

FEISEL'S CATALOGUE OF PARKING TOKENS OF THE WORLD, 160 pages cloth-bound with pictures in the text. A reference book you can't be without. Price \$3.50 to A.V.A. members (\$4.50 to others) for either cloth-bound or loose-leaf edition.

American Venturist Assn. - P.O. Box 1204 - Boston, Mass. 02104

SHOW YOUR COLORS! Beautiful sterling silver lapel button, replica of A.V.A. trolley car seal (size 16mm in diameter). A few of these are left, and profits help defray the deficit. Price only \$2.75 postpaid. Order from A.V.A. Secretary -

Donald N. Mazeau - P.O. Box 31 - Clinton, Conn. 06413

Not too much has been reported in April with respect to uncovering rare tokens. A number of rare tokens have changed hands between collectors in some high level trading, but this doesn't fall into our "New Finds" category. To be a "new find" a token must have come to an A.V.A. member from an outside (non-member) source.

We did receive an interesting postcard from Jim Millard of Portland, Oregon, which I reproduce here without comment:

Dear John: Just came back from a coin meeting and the man I received the Neb 940 B from told me he had run across 12 to 15 more pieces and that he had sent most of them to a person in California. Don't know the name. Also I picked up a Wash 590 B in a junk shop for 15¢ and a Nebr 540 N for ten times that amount in same box.

Leslie Hawthorne of Glendale, Calif., reports finding an interesting little unlisted German token: A Oc Sd BROMBERGER STRASSENBAHN (STREETCAR) on obverse, and BROMBERGER STRASSENBAHN (WINGED WHEEL) on reverse. It's a 19mm little beauty. Mr. Hawthorne accompanied the report of this token with an interesting letter:

Dear Mr. Coffee: Just got my March Fare Box and I was surprised to read of Mr. Kotler's find of the Katoomba Scenic Railway tokens. I didn't think that there would be any of them up here in the U.S., but I guess Ken Smith's catalogue will bring out a lot of new tokens that are not listed. I have a set of the Katoomba tokens that I got directly from the source, and I enclose rubbings. I was down in Australia last year and picked up several other tokens: 100 A, an unlisted Manly that is in current use, 500 A, 720 XD, and several sets of the New Town Toll Gate tokens, Tasmania 901 A & B. The Katoomba tokens were used several years ago on an inclined railway in the town of Katoomba, located in the Blue Mountains in New South Wales. It has been in operation for the past 25 years and is still in use, and there's also a scenic railway cable car there which has never used tokens. The scenic railway is 1,350 feet long and drops down into the Jamieson Valley 750 feet below. It's supposed to be the shortest railway in Australia and also the steepest inclined railway in the world. The token-using Katoomba Scenic Railway uses a duralium car that carries 28 passengers and is hauled by an 80-horsepower electric motor assisted by a counter balance weighing 2 tons. The twin haulage cables each have a breaking strain of 29 tons. The Scenic Skyway Cable car (which doesn't use tokens) crosses the Jamieson Valley and its main span is 1,500 feet long, and approximately 1,000 feet above the valley. The main suspension cable is 5 inches in circumference and has a breaking strain of 186 tons. It carries 30 passengers and travels at 380 feet per minute.

The tokens are Bz 33 Sd SCENIC RAILWAY KATOOMBA ADULT 9d (blank reverse)

B 33 Sd SCENIC RAILWAY KATOOMBA CHILD 4½d (blank reverse).

Subsequently the 9d tokens were pierced for a fare hike, and the 4½d tokens had the value ground off, same reason.

= THE HORSE-DRAWN HACKS OF GATESVILLE, TEXAS =

"In regard to item in *Gatesville Messenger* of today concerning one George Doyle don't have any information on said Doyle but do recollect do remember back to 1910 or a little before the hack condition in Gatesville at or about that time Uncle Billy Epps had a hack service in Gatesville. The coming of the automobile just about broke Uncle Billy as he would never up that the auto would take the place of the horse-drawn vehicle. But when Uncle Billy went under he loved his hacks so much that he put two almost new hacks in his barn and in his last days took them to fairs and charged people to ride in them and instead of the pauper he had been for many years died in fair financial condition one day..."

The above letter, received last month by the Editor, is reproduced exactly as written. Uncle Billy had real spirit. I wish he had issued tokens.

= THE WOOD COUNTY BRIDGE TOKENS OF WISCONSIN =
By Gerald E. Johnson

Token collectors in general have a common bond, and the bond between Civil War token collectors and vecturists is further "bridged" (poor pun) by the fact that a number of bridge tokens are also considered Civil War store cards, such as Ohio 60 A and 165 A through H. To draw the thread even finer, the Wood County Bridge tokens listed in the Atwood Catalogue as Wis 980 A B C D are homogenous to both groups of collectors, since they are bridge tokens overstruck on Civil War store cards and patriotic pieces. Over the years, a number of these scarce tokens have passed through my hands, and have been checked with interest for overstriking. The resulting figures evolve:

980 A: 15 pieces seen - 12 overstruck
980 B: (none seen by me)
980 C: 7 pieces seen - 7 overstruck
980 D: 2 pieces seen - (none overstruck)

A careful scrutiny of the overstruck pieces reveals the following: Six distinct die varieties of Civil War tokens are discernible. Patriotic die No. 130 and the Milwaukee 510 L storecard die are identifiable (Fuld numbers). The other four dies are of one of the wreath designs (reverses), but only bits of obverse legend can be deciphered.

We must assume that the die sinker (probably Kleinstueber) ran through his available stock of 20mm odds and ends, then added new unused planchets to finish the run. Since all the 15¢ tokens are overstruck, we can further assume these were struck first, followed by the 2½¢ pieces which are largely overstrikes, and lastly the 10¢ and 25¢ tokens on new unused planchets.

Pursued by both vecturists and Civil War buffs, the Wood County Bridge tokens (used only from 1868 to 1873) are all scarce. Perhaps because the combined population of the two cities involved was only 1,900 in 1873, the result was that only small quantities of toll tokens were necessary.

Only sketchy information is available from this historically clouded era, challenging the vecturist and exnumist alike to unravel the token tale of the Wood County Bridge overstrike.

= NEWS FROM THE PITTSBURGH DISTRICT BY HARRY C. BARTLEY =

The Pittsburgh District Token Collectors Club resumed regular meetings with a get-together on Sunday, April 2 in Room 206, Downtown YMCA. Seven members and 3 guests were present. Frank Beam was welcomed by all for making his 1st meeting. He displayed quite a few interesting tokens and related items. Most members had material to show but trading material was scarcer than usual. Among items discussed was the coming convention. A letter on this and related subjects from PDTCC member and AVA President Duane Feisel was read. We hope to meet him and all our friends at Minneapolis, but age and health may interfere for many of us. It was decided to hold our next meeting Sunday, September 10 at 2 pm, probably at the Downtown YMCA. We shall personally notify anyone writing or calling us. Otherwise consult The Fare Box.

= ALL A.V.A. OFFICERS TO SERVE ANOTHER YEAR =

All present A.V.A. officers were renominated, but the only additional nomination was that of Robert M. Ritterband for Curator, and Mr. Ritterband declined to accept because of the press of other duties. So present officers will be reelected automatically, and no ballots will be sent out. Officers are President Duane Feisel; Vice-President Ralph Hinde; Secretary Donald Mazeau; Treasurer R.K. Frisbee; Curator Sam Rabinowitz. Dan DiMichael and John Coffee are also on the Executive Board.

This month's listings consist entirely of tokens acquired by Mr. J. Douglas Ferguson from a coin dealer in Paris.

F R A N C E

Bezons 150	(a suburb of Paris)	
A o B Ov Pc	AUDIGER a CIE- BEZONS Omnibus (29x22mm)	\$5.00
Les Ponts-de-Ce 490		
A o L Oc Sd	OMNIBUS DES PONTS . DE . CE (BB in monogram) (same as obverse) (29mm) (used to Angers)	5.00
Lyons 520		
I o B 21 Sd	OMNIBUS DE LA VILLE (LB in monogram) (blank with counterstamp of dog's head over a star)	3.50
Nancy 595		
RAO B 22 Sd	PONT DE TOMBLAINE (AB in monogram) (this bridge existed from 1845-1897)	3.00
Paris 660		
Q o Pt Ob Sd	ENTREPRISE GLE DES OMNIBUS S. Jne & Cie (HORSEDRAWN OMNIBUS) Bon Pour Une Place sans Bagage 60c- (clipped corners)	5.00
AAO B Sq Dd-sc	COMPAGNIE DES BATEAUX A VAPEUR OMNIBUS SERVICE DE LA SEINE Grand Trajet 15 Centes- Demi-Place	2.50
Saint Cloud 850	(a suburb of Paris)	
A o B Oc Sd	SERVICE DE PARIS A ST. CLOUD Entreprise Des Bouionnaises Brisson & Cie-	5.00

In my reading about the early transportation companies of Paris I have found several possible tokens which are not listed in my catalogue. The French in their writings don't go into detail about transportation tokens. I have notes on about a dozen still to be discovered horsecar and streetcar tokens of Paris. I have notes on eight still to be discovered ferry tokens of Paris. In addition there are known with partial descriptions three oval brass tokens with a picture of a rowboat and an oarsman. In addition I have an unlisted older pewter oval token reading "A.C." and no value. These four tokens may or may not be from Paris, but I have been unable to find any definite information on them in searching French literature.

Next month's listing will all be recent oriental discoveries. Remember when you report new discoveries to be sure to send either rubbings or photographs. This is essential to insure accurate listings. Please keep the listings coming.

KENNETH E. SMITH - 328 AVENUE F - REDONDO BEACH, CALIFORNIA 90277

= SEATTLE TRANSPORTATION TOKEN CLUB APPROACHES TWENTIETH ANNIVERSARY =

The STTC held its April meeting on April 10 at the Seattle Public Library with President Ted Hartung presiding and ten members present. The main topic of the evening was a discussion on what kind of celebration to have this fall to mark the 20th anniversary of the founding of the club, which was founded September 9, 1947, over a year before the A.V.A. was founded. Gus Nilson also displayed tokens from Idaho, and Albert Koskie displayed pictures of trolley cars. Meeting adjourned at 9:30 p.m.

- Clarence E. Heppner, Secretary.

= APRIL SUPPLEMENT TO ATWOOD'S CATALOGUE =
By Ralph Freiberg

CALIFORNIA

Santa Rosa 845 (Reported by New Issues Service)
JOE'S TRANSIT SERVICE
A Pr Oc Sd Good For 1 Bus Ride (29mm) [* 10/12/66] \$0.25
B Pg Oc Sd " " " " " " " " .25
MAY'S TRANSIT SERVICE
C Pa Oc Sd Good For 1 Ride (29mm) [* 4/20/67] .25
[Incuse white letters, both sides, on 845 A,B,C]

IOWA

Iowa Falls 485 (Location reported by Marie A. Johnson)
HOGAN & COWAN BUS AND TRANSFER LINE
A o B Sq Sd Good For 1 Ride (24mm) [ex-Unidentified #99] 3.50

KANSAS

Arkansas City 30 (Reported by Del Ford)
A.C. TRANSIT CO. 1 FARE
C o B 23 Sd (same as obverse) .35

NEW YORK

Troy 890 (Reported by Ralph DeSantis)
TROY & W'VL'T FERRY CO.
F o Fm 22 Sd One Fare W.C. Carr, Prest. 5.00
[This ferry ceased operations in 1913]

TEXAS

Gatesville 370 (Reported by F. Paul Biery)
GEO. L. DOYLE LEVRY & TRANSFER GATESVILLE, TEXAS.
A o A 21 Sd Good For One Ride in Transfer 3.50
Quanah 770 (Reported by J.L. Hargett)
QUANAH - EL DORADO BRIDGE COMPANY
B o A 25 Sd Good For 25¢ in Trade 5.00

WISCONSIN

Dodgeville 160 (Reported by J.M. Coffee)
HOTEL HIGGEE BUS J.G. THOMAS & SON
F o B 29 Sd Good One Way (Sc) 3.50
[160 F differs from 160 A in that "J.G. THOMAS" is straight on F, and curved on A. There are two small arrows pointing at "ONE" on the reverse of F, but no arrows on A.]

UNIDENTIFIED (Reported by Darwin L. Townsend)

GOOD FOR ONE FREE RIDE ON SANDY
118 Bz 19 Sd (blank)

MISCELLANEOUS

Group 38 (Reported by Alan T.C. Weighell)
FARE CHECK
A Bz 16 S Excess Fare

CANADA - NOVA SCOTIA

Donkin 200 (Reported by J. Douglas Ferguson)
DONKIN BUS SERVICE
C o B 20 Sd Good For One Fare 3.50

QUEBEC

Hull 345 (Reported by J.A.W. Cassidy)
HULL METRO-TRANSPORT 2

K	WM 20 Sd	2								\$0.30
L	WM 20 Sd	3	(number 3 on obverse instead of 2)							.33
M	WM 20 Sd	4	" 4 "	"	"	"	"	"	"	.40
N	WM 20 Sd	5	" 5 "	"	"	"	"	"	"	.46
O	WM 20 Sd	6	" 6 "	"	"	"	"	"	"	.40
P	WM 20 Sd	7	" 7 "	"	"	"	"	"	"	.45
Q	WM 20 Sd	8	" 8 "	"	"	"	"	"	"	.50

= NOTES BY RALPH FREIBERG =

Santa Rosa is about 50 miles north of San Francisco. I've been in and out of Santa Rosa many times over the past few years, and had seen this small bus operated by Joseph August often. It starts its runs from the downtown square. It had never used a token until this one was issued. For some reason I walked up to the bus--I have a habit any time I see a bus, if it's standing still, of trying to look at the fare box to see if there are any signs of fare rates. So when I spotted a sign over the fare box of this bus saying tokens 9 for \$2.00, I had to ask questions and also ride the bus. On Saturday there is only one line operated, whereas on weekdays, Monday thru Friday, there is another route. On Saturdays they don't sell tokens, and it is a strange feeling to know a bus line uses tokens and you can't buy any because you are there on the one day they are not sold! Anyhow John Nicolosi followed up the leads provided, and was able to obtain the tokens for the New Issues Service. We also learned that there is a school token, different color. But he didn't want to sell us any of these, fearing that they might find their way back into his fare boxes. We finally persuaded him to sell these to us, also, but at the regular adult fare rate, which is why both A and B are listed at the same price here. Then we learned that Joseph August is retiring, and that his wife, May, is taking over the business. Hence the "C" token, which also will be sent out to members of N.I.S. This little bus line operates in parts of Santa Rosa not served by the Municipal Bus Line.

Marie Johnson found the listing of the Hogan & Cowan depot token in an old Iowa business directory.

The only reason we can deduce for the newly listed token of Arkansas City is that the company had to stop using a token the same size as a nickel, and so issued a 23mm token. A couple of collectors visited the city after the bus line stopped operating, but never thought to look for this token, not knowing it existed. Del Ford's ad in the March Fare Box offered these tokens at 35¢ each, so we are pricing it at that figure.

John Coffee, after diligent search, found the son of W.C. Carr, who operated the ferry which used the token listed from Troy, N.Y. The son, himself now well along in years, stated that his father owned one boat, the "Lobdell," which was steam-powered, 50 feet long, and carried foot passengers only. Upon being asked why there was any need for a ferry in addition to the bridge (the Troy & West Troy Bridge; West Troy is the old name for Watervliet), the younger Mr. Carr stated that a lot of people preferred to ride across the Hudson River, instead of walking across on the bridge. As a matter of fact, there were two ferries: one at 16th Street, and one at 23rd Street. Mr. Carr's ferry was the one that left from 23rd Street. He recalls no tokens ever being used on the ferry at 16th Street. He did say that the black tokens were in use on the bridge at the same time the maroon tokens were in use on the ferry. He said he remembered the maroon tokens well, having sold them himself when he worked on the ferry over a long period of years. The ferry stopped operating in 1913, he recalled. But he didn't have any tokens left, unfortunately!

We have no information on the Gatesville, Texas, depot token. Mr. Coffee did obtain an interesting account of another hack line down there, which he will publish in The Fare Box, probably in this issue.

When the 12-1/2 Quannah-Eldorado Bridge token was listed in October 1966, Mr. Hargett went to work looking for more, and came up with a 25¢ one! The 25¢ rate was

for a round trip. When a 25¢ token was tendered at the toll gate, a 12-1/2¢ token was given back for the return trip. The rate for cars was \$1.00. Perhaps there was a 25¢ rate for persons. These tokens were used in two different states--Oklahoma and Texas--and this situation always poses the problem of where the tokens should be listed from. In this case, the tokens could be considered either Texas or Oklahoma pieces.

We discovered that two tokens, both thought to be Wisc 160 A, were quite different, when we compared the photograph that appeared in the March 1966 Fare Box with a rubbing sent in. As it turns out, the token pictured in the March 1966 Fare Box is actually 160 F, and not "A" as listed under the picture. This makes 3 varieties issued by J.C. Thomas & Son.

A couple months back we listed Unidentified #114. Mr. Townsend acquired a few of them, along with a few of the newly listed #118, so the two tokens have a connection. Perhaps they are used on some sort of a hobby horse ride, or something of that nature. We figure they may have been used somewhat like the tokens listed in Group 23 on page 314 of the Catalogue. Mr. Townsend acquired the few tokens he had from a source in Michigan. However, Harold Ford's #114 was found in a parking meter collection in Berkeley, California. So these could be from anywhere.

On February 26, 1966, a new section of the Toronto Subway opened. With the additional stations using token vending machines a new supply of the Ontario 900 C was made. Some of these were put into souvenir token holders, good for a free ride. I am sorry that I didn't know about this variety a year ago, as possibly provisions could have been made to obtain them through the New Issues Service then. This information came to light last month when Barry Uman reported a new minor variety to me and I had Alan Weighell check it out. The price of tokens was also increased on March 25, 1967, to 25¢ straight in these vending machines. The variety involves the size of the 1954 date and the shape of the maple leaves. I don't know, now, how anyone can obtain the new variety.

A few years ago I used to make frequent visits to various transit companies to check for new token varieties. Lately I haven't had this opportunity, with the result that probably a number of token-using firms have reordered tokens, and are using new types which are unknown to us. New collectors writing these companies for tokens are at present our best source of information on new token varieties. So remember always to check even the common tokens for die varieties.

We have some turnpike tokens to list from Lancaster County, Pa., but before we do we want to get better information on them.

The series of Hull, Quebec, tokens was expected some time ago and we have just now obtained them for the New Issues Service. As the set is expensive, only those who are not in arrears in their balance will receive these tokens--which, we will add, will be quite difficult to obtain as a set unless you get them through the NIS. Additional information on the use of these tokens will appear next month.

Last month I made a mistake in listing the Marengo, Iowa, token. I gave the name as "Mills" when it should be "Mays" on the token.

There are a number of other new issues which will be listed next month. Members of the New Issues Service are advised to keep their balances well up, as Mr. Nicolosi is having to put out a lot of money to purchase his supplies of these new issues.

= APRIL MEETING IN MONTREAL =
By Barry Uman

On April 2 Canadian vecturists met at the Laurentian Hotel in Montreal for the 2nd meeting. Present were Lorrain, Alexander, St. Aubin, Uman, and Don Wilson. Mr. Lorrain, who came from St. Jean, Quebec, exhibited his rare Canadian timetables, tokens and proofs. Mr. St. Aubin displayed his collection of private parking tokens having over 50 varieties. Each vecturist was given 2 parking tokens and a tour token of Montreal. Many tokens were traded and sold including Quebec 620 I, which was sold for \$100. The next meeting will be on May 14 in St. Jean, Quebec. Transportation will be supplied by Grant Alexander.

= APRIL SUPPLEMENT TO FEISEL'S CATALOGUE OF PARKING TOKENS =
By Duane H. Feisel

ILLINOIS

Aurora 3025 (Reported by Charles H. Lipsky)
AMERICA'S FAVORITE HAMBURGER BIG BOY
A B 25 Sd Free Exit Assured Car Spaces (circa 7/66 -) \$0.25
B B 25 Sd " " " " " " Tops .25

KENTUCKY

Frankfort 3280 (Reported by John C. Clymer)
GENUINE WOODEN NICKEL WORTH 5¢ AT THE DOWNTOWN
PARKING CENTER FRANKFORT, KY.
A We 38 Sd Wooden Nickel (head of Indian)(12/1/66 -) .15

MASSACHUSETTS

Worcester 3970 (Reported by NEVA (C); Harold Ford (D))
HIGHLANDER RESTAURANT (GATE)
C o Bz 25 Sd Parcoa Token (gate)(Rev. D)(12/65-8/30/66) .25
Y.W.C.A. WORCESTER, MASS. (GATE)
D Bz 25 Sd Parcoa Token (gate)(Rev. D)(10/1/64-) .25

UNIDENTIFIED PARKING TOKENS (Reported by Sam Ruggeri)

CLINIC PARKING
3026 B 23 Sd (blank)
GARAVELLI'S COMPLIMENTARY PARK CHECK
3027 B 23 Sd Garavelli's With Purchase Only
CARDINAL GLENNON HOSPITAL
3028 B 25 Sd (same as obverse)
ILLINOIS EYE & EAR INFIRMARY STATE OF ILLINOIS
3029 B 23 Sd Courtesy Parking Token
KING'S FOODLAND PARKING TOKEN
3030 B 23 Sd (same as obverse)
PARKING CHECK FOR MID-CONTINENT PARKING LOT
3031 B 25 Sd (same as obverse)
MISSOURI AVENUE REALTY COMPANY
3032 B 25 Sd Courtesy Parking Token
C.S. MOTT CHILDRENS CLINIC
3033 B 23 Sd (same as obverse)
PROFESSIONAL CENTER
3034 B 23 Sd (same as obverse)
SH (IN MONOGRAM)
3035 B 23 Sd For Use in Parking Gate Only
THE TOWER
3036 B 23 Sd Courtesy Parking Token
PARKING CHECK FOR WILLIS-KNIGHTON CLINIC
3037 B 23 Sd (same as obverse)
13 COINS RESTAURANT PARKING
3038 B 23 Sd (same as obverse)

ADDITIONS AND CORRECTIONS

Ill 3150 AL: also exists with (Rev. D)
Pa 3780 A: also exists with (Rev. B,E)
Wash 3990 B: add variety description (Reported 2/67)
R: Left upright in H of SHOP points down to ...
a. (left upright on N)
b. (right upright of N)

Highlighting the listing for this month is a nice batch of unidentified location tokens. Many of these have names of users which should be familiar to anyone who has ever seen the names previously. Let's see how many can be located by next month.

Tops Big Boy is a combination drive-in and restaurant. The drive-in portion has a separate parking lot with gate-controlled entrance and exit. Since the lot will hold only fifty cars, the gate will admit only that number of cars. A car going through the exit gate is automatically subtracted from the number of cars in the lot. A token is given with an order and is used to gain exit. Originally, MSPT 3051 Db was used until individualized tokens were received.

The wooden tokens from Frankfort are used as the parking lot's contribution on special sale days. These tokens were also used as give-aways at a Christmas parade and on slow sale days, as well as being given out at certain stores as a "free parking" item.

The Highlander Restaurant token was evidently used to control parking in a gate-controlled lot for patrons of the restaurant. The YWCA token from Worcester is available to "Y" members who are participating in programs at the "Y."

Through the courtesy of Mrs. Barbara Sloan, secretary to Dr. R.J. Hudson, we have some information concerning the St. Joseph's Hospital token, Pa 3765 H, reported in February. Tokens were used in the period 2/15/66 thru 10/1/66 to gain exit from a gate-controlled lot which was free in - token out. Tokens were given out at the information desk, but the plan was stopped because of loss of tokens and frequent damage to the gate.

In the additions section is reported the variety description for Wash 3990 B originally reported in February. Those PTNIS members interested in varieties were sent each of these two varieties.

Of the listings for this month, PTNIS members will receive Ky 3280 A and Mass 3970 D. The Mass 3970 D tokens are already in my hands, and the Ky 3280 A tokens have been promised. The Wilaco Autopark tokens, Man 3900 A, have not yet been received but I have had word from the user that shipment has been delayed from the token manufacturer. No shipment of tokens will be made this month, but will await the time when there will be an interesting number to ship.

= APRIL NEW ISSUES SERVICE REPORT =

By John G. Nicolosi

I've received quite a few letters about the little "Bybusser" token from Denmark, promised last month. I'm sorry to report the shipment from Europe has been delayed. As soon as it arrives I shall forward the tokens to you. Meantime this month I'll send you the little "mermaid" token from Copenhagen, Denmark 160 C, which is like 160 B but in white metal, due to a fare hike April 1, 1967. Our customary gratitude to Joe Kotler for making these available to us.

This month you will receive the 3 tokens listed from Santa Rosa, Calif 845 ABC. The first transportation tokens from that city. Our thanks to Ralph Freiberg's snooping (he's a real snooper!) for uncovering these for us.

The 8 Canadian tokens promised in the January Fare Box have arrived. Those who collect Canadian who are members of N.I.S.--both regular and associate--must have at least \$5.00 in their accounts or they won't get these.

Important note to those who will attending the AVA Convention at Minneapolis: there will be the usual tour token and if you attend the convention you will receive one. If you are also a member of N.I.S. you will also get one unless I am notified by June 15 not to send it to you. So please cooperate on this, and if you don't want the N.I.S. to send you a tour token, notify me by June 15.

THE FARE BOX

Monthly News-Letter for



Transportation Token Collectors

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17

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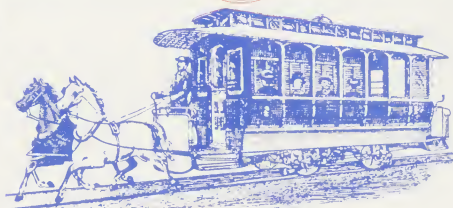
Parking Tokens

DUANE H. FEISSEL

P. O. Box 11661

Palo Alto, California

94306



VOLUME 21, NUMBER 5

MAY, 1967

OUR 239th ISSUE

If any of you have ever had to read and grade a hundred 12-page term papers for college courses, you will understand why this issue arrives late. The June issue must be sent out before the Editor leaves Boston on June 25, so get ads and articles here for that issue immediately. The July issue will be mailed from Tacoma, Wash., and ads in that issue will be limited to one page, and the only ads that will be considered for the July issue will be those offering transportation or parking tokens for sale or trade (no "wanted" ads in July; no non-vehicle items; auctions for July must be limited to tokens catalogued at \$1 or more in Atwood). The August issue will be mailed from Boston again, about September 15, and unlimited ads will be the order of the day once more with that issue.

Issues of The Fare Box have been a bit smaller so far in 1967 than in 1966. This has nothing to do with our economy drive. We do not intend to limit our issues if we have good material to print. The problem is, we don't have much good material to print. We need it; we want it. I can't write all the articles myself.

Our new memberships are also falling off, due no doubt to the general slackening of interest in numismatics. We have plenty of application blanks, and will be happy to send you a few, postpaid, if you have some prospects.

Just about everybody we've talked to is planning to come to Minneapolis for the A.V.A. Convention August 4-6. If you're still in doubt, resolve that doubt in favor of having the best time you ever had, and join us at the Curtis Hotel. Minneapolis is centrally located, right in the middle of the Midwest depot country; do some token hunting on the way. And don't forget to make your reservations soon.

Readers interested in the intellectual and patriotic side of transportation tokens may find the Editor's recent articles in COINS Magazine worth looking at. They will be appearing more often from now on.

Our next issue completes 20 full years of publishing The Fare Box, which was founded with the July, 1947, issue. That makes 240 different issues; I understand about a dozen A.V.A. members have all of them. Others interested in some of the older issues will be interested to know that the Editor has about 60 or so different back issues, going back about 11 or 12 years. Price is 35¢ each postpaid. We don't have a list of those available; tell us how many, or which ones, you want.

Recently received was a postcard from Roland Atwood, mailed from Turkey. He says he rode subways in Haifa, Israel, and Istanbul, Turkey, and that they still have old streetcars in Casa Blanca, but trolley buses everywhere else.

This issue is up to date as of 1:15 A.M., June 10. June issue in ten days.



- 961 RALPH H. DREYER - 1886 SAN RAMON AVENUE - BERKELEY, CALIFORNIA 94707
Age 42; Clerk. Collects U.S., Canada, Foreign. (Mazeau)
- 962 WILLIAM HENRY NELSON - R-1 #3640 - SPRING VALLEY, OHIO 45370
Age 54; Electronics Engineer. Collects U.S. & Canada. (Coffee)
- 963 ROGER ATKINSON - 45 DEE BANKS - CHESTER, ENGLAND
Age 39; Senior Tax Inspector. Collects U.S., Canada, Foreign. (Coffee)
- 964 JOHN EARLY - 2419 GIRARD AVENUE NORTH - MINNEAPOLIS, MINNESOTA 55411
Age 31; Pipefitter. Collects U.S. only. (Coffee)

REINSTATEMENTS TO MEMBERSHIP

- 727 G.A. Benadom - 139-F N. Belmont - Glendale, California 91206
- 709 George Kuba - 3218 Mansfield Avenue, S.E. - Cedar Rapids, Iowa
- 625 Harriet J. Nordhof - 300 West 27th Street - Holland, Michigan 49423
- 816 Bill S. Riley - Route 2, Box 501 - Texarkana, Texas 75501
- 74 W. Gordon Robertson - 3613 Latham Road - Baltimore, Maryland 21207
- 426 Frank E. Vyzralek - 354 Central Avenue, North - Valley City, North Dakota 58072

CHANGE OF ADDRESS

- Doris V. Drachenberg - P.O. Box 1265 - Raymondville, Texas 78580
- Eugene H. Hinkle - 228 South 9th Street - Lehigh, Pennsylvania 18235
- E.S. Jacob - 23 Edison Avenue - New Shrewsbury, New Jersey 07724
- T.R. Masuda - P.O. Box 269 - Newcastle, New Brunswick, Canada
- Capt. William H. Park - JUSMAG Thailand, Box 322 - APO San Francisco, Calif. 96346
- Hubert Raburn - 4216 North Darien Street - Philadelphia, Pennsylvania 19140
- Eugene Schaezel - P.O. Box 20174, Montclair Sta. - Denver, Colorado 80220
- Neil Shafer - Whitman Publishing Co., 1220 Mound Ave. - Racine, Wisconsin 53404

A 25¢ contribution to pay for a new address plate is very much appreciated when you send us a change of address. Help us keep the deficit down!

= PROFESSOR HILTON TO SPEAK AT A.V.A. MINNEAPOLIS CONVENTION =

Professor George W. Hilton of the Department of Economics of the University of California will be the featured speaker at the Convention Banquet, Saturday evening, August 5, at the Curtis Hotel in Minneapolis. Professor Hilton is probably the nation's leading expert on street railways. He will speak on the topic, "The Cable Car in America," which is also the title of a book he is currently writing. He is also author of several other books, including *The Great Lakes Car Ferries*, *The Ma & Pa*, *The Staten Island Ferry*, as well as the definitive study and history of interurbans, *The Electric Interurban Railways in America*, which he authored jointly with John F. Due. The Convention Committee are especially indebted to Bob Ritterband for securing Professor Hilton as Convention Speaker this year at Minneapolis.

The Minneapolis Convention, to be held at the Curtis Hotel on Friday through Sunday, August 4, 5, 6, 1967, promises to be one of the most interesting vecturist conclaves ever held. Nearly all leading A.V.A. members have indicated that they plan to be present. The Curtis Hotel was the site of our 1961 Convention at Minneapolis, and members who attended that one will remember the Curtis as a magnificent hotel with a swimming pool, air-conditioning, and reasonable room rates. The meeting room is certainly the best meeting room we've ever had at any convention, with lots of light and lots of room.

Members considering attending should send in reservations immediately. If you don't have the reservation card which was mailed with the membership roster, then write the hotel directly at 327 South 10th Street - Minneapolis, Minn. 55404. This is always important. Minneapolis is one of America's nicest cities, and the A.V.A. members who live there are among America's nicest people. We'll be looking for you!

= TRANSPORTATION TOKEN HOARDS =

By J.M. Coffee

When transportation token collectors have happy dreams, they often have dreams about finding some great hoard of old rare tokens--I know I've had them, and it's always sad to wake up and realize that you don't really have them! But dreams do come true, sometimes, and a number of vecturists have struck it rich, in a token-manner of speaking, on several occasions. We've often reported these in The Fare Box, but not in a consistent manner.

For instance, Ivan B. Cline of Evansville really went on a token-hunting rampage a few years back, and was responsible for listing dozens of hitherto unknown ferry tokens from his area. I don't know how many he found, but once he found a slug of old ferry tokens in Mt. Vernon, Ind.--quite a few of each of Ind 650 A-D. He also went up to Vincennes, Ind., and learned that the streetcar company had buried a sack of Ind 930 B,C,D, under the office floor. He paid to have the floor torn up and got the sack out. Most of them were Ind 930 C--which had hitherto been very rare.

Richard Beimer of Fort Madison, Ia., (where they make Shaffer pens) had a brother who bought the old car barn to use as an automobile repair garage. There under the dust of the ages in a dirty corner he found a box containing literally hundreds of Ia 390 A and B (B had been quite rare until then), as well as about 17 of C, hitherto unknown, as well as hundreds of the common D. He still has a lot of them.

Tom Williamson, who served as A.V.A. Treasurer some years back, told a friend he collected streetcar tokens, and the friend said "Too bad, because I've got a lot of "streetcar tickets" and I've been using 'em as poker chips." Well, the "tickets" turned out to be Va 620 A--over 100 of them--which had until then been extremely rare. He still has a few if you're interested in swapping. Nice old vulcanites.

In an ambitious mood, your Editor once wrote the city historian, long since dead, at Waterford, N.Y., in search of old Union Bridge tokens. He had no tokens, but got to searching for me. Within a year he had supplied me about 15 tokens, including NY 140 A,B,C, NY 935 B,C,D, NY 890 A, and some duplicates. I was asked to pay \$1 each for them. That was a once-in-a-lifetime find. He also informed me that a sack of them had been mixed in with the cement when they made the floor of a pump works in Waterford--all ruined, of course.

When the Toledo, Iowa, tokens were first discovered, Harold Ford headed straight for Iowa (beating your Editor by a few days!) and soon had acquired a couple dozen of the A token and several of the B.

Paul Fouts, of Seattle, used to do insurance investigating of bus companies, and in the process of his work he added quite a few old tokens to our Washington State listings, including Wash 230 A,B, 250 A thru F, 755 A. He found quite a few of the 230 and 755 tokens, and made some good swaps.

Mort Dawson wrote a letter to Marshfield, Wisc., a few years back and came up with quite a few of Wis 440 B--hitherto unknown. He still has a few.

Paul Targonsky was the discoverer of the Lakeville, Conn., tokens--all very rare, until he found a small hoard of 235 B after diligent searching for next of kin.

Quincy Laflin visited the office of the streetcar company in Duluth, Minn., a number of years back. He found the right man, who opened the safe and sold him a hoard of Minn 540 E,F (what were they doing in Duluth?) as well as a couple of Minn 230 A and B.

Pa 320 A, the black vulcanite from Easton, used to be extremely rare. Then the late Charlie Dochkus of Philadelphia found 146 of them--just where, I don't know.

There have been lots of other such hauls. Usually the finder tries to keep it secret for a while, but it becomes obvious as the tokens get around. Also some of the very scarce tokens have been found in quantity, such as the time I found a man who would sell me all the Va 720 B,C I wanted at 10¢ each, back in 1949; the man in Jackson, Tenn., who sold me 8 sets of Tenn 375 A,B,C,D, (32 tokens) for \$1 total... and I bought about \$10 worth--back in 1948-49; the time old Mr. Maitland opened up and sold Meade Peebles about 25 each of the hitherto extremely rare Va 620 G,H. I could go on indefinitely--this is the stuff of late night gossip sessions at A.V.A. Conventions. But the point is, the hoards are there to be found, if you take the trouble to seek them out. Not often, but often enough to add an excitement to this hobby that few other collecting experiences can match.

TRANSPIT SYSTEM MAPS anyone? Will trade latest NYCTA map for one from your town; will also trade for tokens. Also will trade foreign minor coins for coins & tokens at catalog. SELLING: 25 diff. parking tokens \$4. SENDING: brass trade token in exchange for any trade token sent to me. WANTED: Canadian tokens (all types).
 Sam Ruggeri - 1018 S. Carley Ct. - N. Bellmore, N.Y. 11772

FOR SALE OR TRADE at catalogue: Sweden 240 ED FK, 20¢ each; Brazil 700 A B, 50¢ ea. Mexico 60 A 25¢; France 520 A 35¢. Postage please. WANTED TO BUY: Germany (Mun-berg) 740 set of 45, 46, or 49 different.
 A.A. Gibbons - 1121 Mulberry St. - Scranton, Pa. 18510

SEND UP TO 3 DIFF. TRADE TOKENS WITH at least the name of the state on them, receive my different ones with city & state on them.
 Stanley L. Buckley - 23 18th Street - Newport, Ky. 41071

WILL SWAP the following \$3.50 catalogue valued tokens, token for token, for what I need: Ark 405 A; Cal 630 C, 760 B; Colo 440 B; Haw 540 A; Ill 135 C, 320 A B C; Ind 280 G, 995 A; Kans 640 A; Ky 480 B, 510 A X; Me 480 B; Md 60 B D; Mich 680 A; Minn 230 C; Miss 720 D; Mo 350 A; Mont 660 A; NY 630 B D; Ohio 165 O, 725 A; Pa 405 A, 750 AC; SD 260 A B, 1000 C; Va 500 A; WVa 890 C E; Wis 105 A (ex-NY 640 A); Wash 500 M. Will swap above for the following, one for one: Ohio 475 D- 15, 31, 41, 54, 56, 58.
 Joseph Allis - 48 East 29th St. - New York, N.Y. 10018

FOR TRADE for other U.S. TT's: Calif 450 B H, 760 D F, 775 J; Fla 710 C; Md 60 AM; Minn 540 P; NY 105 D, 630 AN; Pa 765 Z; Tex 320 B, 445 H; Va 730 C. Will also trade NEVA Supplement #2 to Atwood Catalogue for six U.S. TT's.
 Lazear Israel - 936 S. Genesee Avenue - Los Angeles, Calif. 90036

WILL TRADE ONE OF MY NEW PERSONAL calling card tokens for yours.
 Robert Gaarder - 1041 Alexander Circle - Pueblo, Colo. 81001

OFFERING my duplicate TT's and PT's for trade only. My duplicate medals, store cards, trade tokens, etc., for sale or trade on items that I can use. Send 10¢ stamps for lists. = K.T. Hall - 130 Stanley Drive - Williamsburg, Va. 23185

FOR BEST CASH BID: Alas 300 G, 450 H; Cal 760 E; Conn 210 A; Fla 530 H, 710 A; Ill 150 Y, 495 G; Ind 90 A, 500 A; Ia 730 A, 850 K; Kans 820 H, 980 B; Ky 10 O; Mich 375 A; Mo 910 K; Neb 540 O; Nev 100 A B; NJ 30 A, 885 A; NY 70 A, 505 A, 615 F, 630 ACA ADB, 631 D L, 715 A, 760 D; NC 980 H; ND 960 A; Ohio 175 Z; Ore 700 I; Pa 10 B, 25 D, 70 A, 495 L, 775 A, 870 A, 885 D; Va 120 A, 600 A B C D I J L; Wash 780 K; Ont 675 GH.
 Lowell Kronmiller - 327 Ransom - Ripon, Wisc. 54971

TRADE FOR transportation or parking tokens: NC 20 B, 130 H, 190 D, 350 B C, 440 A, 980 D H I; Pa 705 C. Send your list of traders to
 John Ciecka - 3456 Primrose Road - Philadelphia, Pa. 19114

TRADE TOKENS OF CALIFORNIA, Nevada, Utah & Nebraska, wanted. Will buy also have trades. Have the following trades: TTs, PTs, trade tokens, military & telephone tokens. = Norman E. Sherman - 4295 Marina Dr. - Santa Barbara, Cal. 93105

NEW 350 TOKEN LIST now available (please send stamp). I now offer to trade from this list if you can offer a good trade. This month's special: P.R. 640 A C D E F H... \$1.60 per set. Also 100 diff. TT's \$11.50 (my choice).
 Ken Hayes - 209 Brown St. #6 - Vacaville, Calif. 95688

TRADE: Calif 395 E or 745 D for 950 A; 775 C or D for 100 C or 950 B. Canada, EC 700 B, Nova Scotia 200 A, 450 A, Ont 125 A for best offer in Idaho trade tokens.
 George Gould - P.O. Box 1208 - Hollywood, Calif. 90028

COPENHAGEN TRAMWAYS new white metal "mermaid" token 50¢ each, 5/32. Amagerbanen new 23mm brass token used to Copenhagen's southern suburbs 50¢ each. (not enough for N.I.S.) Viborg, Denmark, new brass "Bybusser" token 40¢ each. Denmark 180 B 50¢ (obsolete brass mermaid token). Denmark 10 BH 50¢; Chile 420 G \$10; France 160 A \$1.50, 520 A \$1, 600 G \$2, 660 BB \$1; Germany 740 A B C the lot \$10, 390 O \$5; Turkey 400 RA \$1. Postage please. = J.M. Kotler - Box 248 - Glenace, Ill. 60022

WANTED Canadian transportation & parking tokens & all bridge tokens and medals. Any-one visiting me in 1967 will receive one free tour token for Montreal.
 Barry Uman - 4155 A Mackenzie Street - Montreal 26, Quebec

WANTED TO TRADE Nebraska 305 A B (2 tokens) for any 1 of the following Nebraska: 360 A B C E, 420 F, 440 G, 540 Q R S T U V, 640 A B, 700 Hb K L S T U V X, 820 A, 980 D E or make your own deal.
 J. Roger Bolz - 6118 Hartley Street - Lincoln, Nebr. 68507

WANTED: Mich 590 B, the Manistee Street Carriage Co. horsecar token. Also wanted, Ohio 475 D-54, the #54 token of the Lorain Street Railway. Also interested in other numbers of Ohio 475 D. Will pay cash or try to work a trade for tokens you need. Others wanted: Ala 120 A, 560 I K, 730 A, 800 A, 998 C.

Ruane H. Feisel - P.O. Box 11661 - Palo Alto, Calif. 94304
BRITISH TT's to trade for other foreign at new catalogue prices. Will send 5 British for one 50¢ item, or 2 for each 25¢ item. Still some lots at 50 for \$5 post free, available. Buy your British tokens direct!

Donald Capper - 14 Acresfield Ave., Audenshaw - Manchester, England

TRANSIT LIST: If you are interested in transfers, schedules, route maps, passes & other transit items we are forming a list; write for form. Have Ky 510 BS @ 30¢ or 4/5¢. Also bus transfers from this area.

Harry R. Porter - 1042 Bardstown Road - Louisville, Ky. 40204

HAVE HORSECAR, WILL TRADE: my Calif 575 Ab token, or England 901 D, circa 1797, for your horsecar token. Trade only. Please write first. SAE would help.

W.A. Eidro - 3264 Hudson Avenue - Walnut Creek, Calif. 94596

FOR SALE: a variety of parking tokens. List by request.

A.W. Siebert - 10201 Plymouth Road - Apt 15 - Detroit, Mich. 48204

FOR TRADE: Austria 840 A and Hungary 100 B for U.S. TT's of equal value.

R.A. Baskette - 798 St. Charles Ave. N.E. - Atlanta, Ga. 30306

TO TRADE: Ill 3150 X for any parking token of equal cat. value.

Philip Mandel - 324 N. Lorel Ave. - Chicago, Ill. 60644

NEED: Mail Carrier Tokens for "Pet Set": Ky 10 E; Neb 700 B; NJ 945 A; Ohio 505 H (drilled); Wash 990 B; WVa 990 B. Will buy or trade. Who can help? Have uniform button of Public Service Railways (brass). Make offer.

J.H. Wilcox (Jack the Mailman) - 310 Washington Pl. - No. Brunswick, N.J. 08902

WILL FURNISH NY 785 B, Ohio 3335 Ca Cb; Pa 3360 Ba Bb. Your choice of 1 for each diff. parking token sent. Will furnish Pa 870 A for each 2 parking tokens sent. All duplicates I get under this scheme will be donated to AVA convention auction along with other auction material I plan to donate. Help me and help the AVA deficit!

G.W. Gallagher - 568 Pinetree - Jenkintown, Pa. 19046

Quebec 620 AE AE, \$1.15 (set of 2). Have Nevada gambling tokens to trade, write if interested. Ga 690 A at 40¢. Also First Day Cover collection for sale, 1930 to date. Anyone interested write me. Over 525 covers.

John G. Nicolosi - 3002 Galindo St. - Oakland, Calif. 94601

3 FERRY TOKENS FROM SWEDEN FOR SALE. These tokens are at least 100 years old. Listed in old foreign check list as 820 AC AE FN. Each token lists for \$1.50. My price for all 3 tokens is only \$5. I have 9 sets available. All tokens in extra fine cond.

Morton H. Dawson - 182 Whiting Lane - West Hartford, Conn. 06119

TRADE: 1 1960-D small date penny E.F.-Unc., for every western TT my choice. Also 1 50¢ TT or western or midwestern trade token. 2 25¢ TT for 1 trade; 3 15¢ TT for 1 trade token. Also old postcards mostly western some with cancellation from 1906 to 1947 from Colo., Kans., Calif., Nev., Utah. Also stampless covers from N.Y., best offer in trade tokens or TTs or cash.

Paul W. Stewart - 3356 Leyden - Denver, Colo. 80207

AUCTION, TRADE OR CASH: Wisc 410 C; Ala 450 H; Calif 760 E; Conn 210 A; Fla 530 H, 860 A; Ia 730 A, 850 K; Kans 600 A; Md 60 AD; Mich 360 A, 375 A B; Nebr 540 O; NJ 30 A, 885 A; NY 70 A, 305 A, 505 A, 630 T ACa ACb ADb, 631 C D E L M N, 715 A; NC 670 A; ND 960 A; Ohio 175 Z; Pa 10 B, 25 A B C Ca Cb, 775 Aa Ab Ba Bb, 870 A, 985 D E; Va 120 A B, 600 Aa.

Foster B. Pollack - 1841 Broadway, Rm 701 - New York, N.Y. 10023

NEVA will run an auction in the next issue of NEVA NEWS. No commission charged. Tokens and donations now being accepted.

Northeastern Vecturist Assn. - 1841 Broadway, Rm 701 - New York, N.Y. 10023

I NEED THE FOLLOWING from California: 50 A B C, 100 A B D, 125 A B C, 205 E F G, 240 A, 275 C D, 300 A B C D E F G H I J K L M, 320 A B C D E F H I J, 395 F G, 445 A, 450 F G H, 545 A B, 630 D E F, 785 A B C, 795 A, 800 A B, 810 A B.

Robert Wisdom - Box 731, Pamrapo Station - Bayonne, N.J. 07002

Will trade one warmick, full rim, or one "S" Jeff or 5 "S" cents for each different TT sent. SAE please.

Joe Pernicano - 58 Sonia Lane - Broomall, Pa. 19008

FOR SALE TO HIGHEST BIDDER: Minn 210 A; Neb 700 R; NC 450 E; Ohio 15 B; SC 997 C; Wisc 170 D; = Gerald Sochor - 13680 E. Center Ave. - Aurora, Colo. 80010

I need one Canadian parking token for a display. I also need Ohio 505 B C D E G, 440 A B D E. I will trade 2 Ohio 440 C for 440 E or will buy. Anyone collect railroad material? Write for my list. If you have tokens that cat. 25¢ and up for sale please send me your list. Need Pa 997 A-Q.

Jeffrey R. Brashares - 825 Peaceful Path - Mansfield, Ohio 44907

FOR TRADE: parking token 1st Nat. Bank of Independence for TT's from Idaho, Montana, Utah, Nevada and Wyoming, or sell 15¢ and stamped envelope.

Frank C. Greene - Skyline Inn, Rt. 25 - Kansas City, Mo. 64151

STATE OF WASHINGTON TOKENS, 50 all different listed numbers price \$17.50. All in nice condition. Money back if not satisfied (10 day approval).

Clarence E. Heppner - 1331 3rd Avenue - Seattle, Wash. 98101

FOR SALE: SD 260 A (\$15.00); SD 260 B (\$17.00). Both nice.

Al Hoch - Harvard Road - Stow, Mass. 01775

TRADE N.M. 430 B for any, Colo 140 C, 440 A, 540 C, 860 D. Also need these "common" Colo 440 C F, 760 C D E H O; have the following, Colo 260 Da Db E G H I J L M N, 300 Ca Cb D, 340 A Ba Bb Be Bd E, 460 C E. TRADE TWO FOR ONE: need Ala 570; Alas 400; Fla 900; Ida 100; Ky 280; La 80; Me 40; Mont 480; ND 60; Pa 445; WVa 100; Wis 410. Will trade my personal token for yours.

Syd Joseph - 870 South Hudson Street - Denver, Colo. 80222

DUPLICATES FOR TRADE: Mo 640 B; Tex 135 A; Philippines 700 G (both) H I (will trade P.I. tokens for foreign transp., parking, or telephone--no Goetz). Parking tokens 3080 A B C, 3999 A. Telephone tokens, the rare Moise Klinkner of Oakland.

Harold V. Ford - 1999 Gaspar Drive - Oakland, Calif. 94611

My August catalog will list 200 different lots transportation tokens. Anyone have anything to sell?

R.V. Brandenburg - P.O. Box 3132 - Pueblo, Colo. 81005

HORSECAR TOKEN***Maine 480 A. For sale to best cash offer. Fewer than 50 exist. Ref. Atwood 1958 edition, page vii; excellent condition. Little or no wear; slight mint lustre. = Donald N. Mazeau - P.O. Box 31 - Clinton, Conn. 06413
Will send my personal calling card token for yours if I don't have yours. Others who would like one of mine may have it for a stamped envelope. If you have had one made recently please be sure I have the listing, and I also would appreciate one of the tokens for my collection of personal tokens (which is almost complete).

John M. Coffee, Jr. - P.O. Box 1204 - Boston, Mass. 02104

CATALOGUE OF WORLD TRANSPORTATION TOKENS AND PASSES EXCEPT NORTH AMERICA, first edition 1967, at \$5.00 each, either cloth-bound or unbound. Please specify which. Make check or M.O. payable to Kenneth Smith. Autographed free if you desire an autographed copy. Order from

Kenneth E. Smith - 328 Avenue F - Redondo Beach, Calif. 90277

ATWOOD'S CATALOGUE OF U.S. & CANADIAN TRANSPORTATION TOKENS, 2nd edition, cloth-bound, 480 pages including 27 photographic plates and index to identify origin of any token; includes valuations and much historical data. Price \$5.50 to A.V.A. members postpaid (\$7.50 to others).

FEISEL'S CATALOGUE OF PARKING TOKENS OF THE WORLD, 1966 edition, 160 pages cloth-bound with pictures in the text. Price \$3.50 postpaid to A.V.A. members (\$4.50 to others). A few loose-leaf still available, same price. Order both books from:

American Vecturist Assn. - P.O. Box 1204 - Boston, Mass. 02104

= ALL AUCTIONS IN THIS ISSUE CLOSE JUNE 30 =

Advertisements in THE FARE BOX are free to A.V.A. members, up to 6 lines in every issue if desired. Ad must be either typed or printed (no handwriting, please!) on a separate sheet or postcard including name & address. Ad must be different each insertion, and must be submitted each month (don't send several at one time!). AUCTIONS may include only tokens catalogued at 25¢ or more in Atwood which are not in current use. When submitting an auction, please state that all tokens listed are catalogued at 25¢ or more, and are obsolete. Without this statement on the ad, we shall no longer print auctions. Too many people have been trying to slip by cheap 15¢ or 20¢ tokens in auctions.

= THE BLASEWITZ-LOSCHWITZ TOKENS OF DRESDEN (GERMANY) =
By F.J. Bingen

Some time ago our friend Hazevoet discovered the following copper token:

S:B:D: BLASEWITZ
K 20 Sd S.B.D. Loschwitz

At that time I tried to get some information on this token, and on the 20th of October, 1962, the director of the Coin Cabinet at Dresden wrote me the following:

The token described in your letter with S:B:D: is not in our collection. To our regret there is no literature on the tokens of Dresden and our archives, in which we could find documentary evidence, were destroyed at the terror-attack in 1945. Without doubt, however, this token was used on the bridge that connected Blasewitz with Loschwitz. This bridge was built in 1891-1893. The token is not as old as that, for the first tramways in Dresden were run by private firms. These bridge tokens had to be bought at the railway stations in large quantities. When the tramcars passed the bridge, the passengers had, besides their fare, to pay a toll. This could be done with a token or in cash; in the latter case one got a small square ticket (4 cm.). The toll rights were abolished in 1921. The meaning of the letters S:B:D: on the token is, therefore, "STRASZENBAHN-DRESDEN." The token was used between 1905 and 1914.

With this letter on hand it seemed there was no doubt, Hazevoet's token was a bridge token, and he described it as such in his article in the April, 1964, issue of THE FARE BOX.

Lately, however, I acquired the six volumes of the very important work of Mr. J. Neumann, *Beschreibung der bekanntesten Kupfermünzen*, issued in 1868-72. And it now appears that in Volume V (issued in 1868) the token in question is already listed! The description is as follows:

32748. Av. S:B:D: / Blasewitz. Six-pointed star between two five-pointed stars.
Gr. 10 (= diameter 20 $\frac{1}{2}$ mm.)
Rv. S:B:D: / Loschwitz
Marken in Zink und Messing zur Ueberfahrt über die Elbe mit der Dampf-Fähre der Sächsisch-Böhmische Dampfschiffahrt-Gesellschaft a 1/2 Neugroschen.

Knowing now that the bridge on the river Elbe between Blasewitz and Loschwitz was built in 1891-93 and that the token was already known in 1868 I am forced to reconsider the first explanation. The information given by the director of the Coin Cabinet at Dresden can't now be correct. The token is much older than he states. It was at least issued before 1868 and probably it was still in use at the time Mr. Neumann wrote his book. As we further know that Dresden is situated at a distance of only 40 km. from the former frontier with Bohemia (Böhmen), we now must take it that Mr. Neumann's explanation is the right one. And we probably may take it for sure that this token is a ferry token, issued by the Sächsisch-Böhmische Dampfschiffahrt-Gesellschaft and used on its ferry between Blasewitz and Loschwitz. Besides that we now know that the same token was also struck in zinc. The value of both these tokens was 1/2 Neugroschen.

R.V. Brandenburg reports an interesting item, and any additional information about it will be welcome. "G.A.R." undoubtedly means "Grand Army of the Republic."

Cw 45 Sd WELCOME G.A.R. DENVER TRAMWAY CO. NOT TRANSFERABLE
(blank) (red and blue lettering)

Probably a badge-pass given free to delegates to a national G.A.R. convention?

People are picking them up! Ore Vacketta writes that while he was in Louisville attending the American Transit Assn. convention a few weeks back, he walked all over the city looking for tokens. "Only one small coin shop had any tokens," he says. "I looked through his box of foreign coin junk and picked out 2 trade tokens and 2 TT's, total cost 40¢. When I returned home I checked Atwood's Catalogue and there I found one of the TT's was Ky 510 AF, a census token. A real nice walk, yes?" The token he found, one of the extremely rare Louisville Railway Company transfer tokens, was a real find.

J. Roger Bolz of Lincoln, Nebr., reports that recently he was given the name and address of an old streetcar driver from whom he obtained Nebr 540 B and 540 N, as well as a nice unpunched solid error of 540 P. Mr. Bolz is trying to make a complete set of colored slides of all Nebraska tokens, and he has most of them but still needs a few of the rarities.

Lowell Kronmiller found an unpunched solid error of Ky 480 I, the first unpunched solid I know of in this series. A very odd-looking token, as it has no "K" in the center, just the little date 1925 all by itself in the middle of a solid token.

John H. Wilcox of North Brunswick, N.J., has done a lot of letter-writing lately and got some results. In addition to the two nice Logan, Ohio, depotels listed this month, he got a beautiful old orange celluloid bar token (celluloid trade checks are rare as hen's teeth), the Appalachia, Va., token (2nd one known), the Kansas City GSA 6 token, the plastic GSA token of Washington, D.C., and one of the "Reddy Kilowatt" tokens from St. Joseph. This last, Mo 880 H, was a census token until recently, but we knew the company had a sack of them. Then recently a few of them began to show up. We now know why. On November 22, 1966, they celebrated the last ride of the trolley bus in St. Joseph, and hauled out a lot of the 880 H tokens, attached them to cards, and handed them out as souvenirs. But apparently most of them are being kept as souvenirs by the folks in St. Joseph, and now the company has put them away again and won't part with them. The idea, I guess, is to be there at the right time!

Mr. E.W. Cummings, of Fairfield, Iowa, picked up a couple of nice Iowa census tokens the past month: Ia 380 D and 640 K. The 380 D, he writes, "was found in an old box of tokens and other items of no value." He adds, "The scarce TT's are around if you can just get into the junk boxes."

Joe Kotler just picked up Spain 80 A and Mexico 520 A, as well as five unlisted plastic ship's tokens from Israel. He also got another of the rare Bout de l'Isle Bridge tokens of Montreal, Que 620 E. He has four, needs 8 more, and wonders how many collectors have the complete set. J.D. Ferguson has 'em all, and McKay-Clements and Lorrain need only one apiece, he says. The American Numismatic Society and the Bank of Canada also have complete sets. When available, the going price is about \$1,200 for a set of twelve.

A couple of mileposts were passed during the past month. Norman Sherman now has a complete set of all horsecar tokens (tokens picturing the horsecar) except one (the one he needs is Minn 998 C, soon to be relisted as a regular issue, as we now know, thanks to Don Punshon, that the firm actually existed and operated in Minneapolis). Norm also has a beautiful unpunched solid of Minn 760 E, the only one we know of.

The other milepost passed was when Your Editor acquired his one-hundredth depotel token, being the first person in world history to own 100 different depotels. These include 90 metal U.S., 3 metal Canada, and 7 round cardboard U.S. But the second hundred will be a little tougher to get.

Gerald Johnson, one of our keener sleuths, found a few nice ones. He found the second known example of Ill 150 E, the "Lekko" token, as well as Ky 510 AR, the Camp Taylor Bus token (the second or third one known), and two choice depotels, Wisc 440 I and 980 E (both dupes, since traded off).

Finally, Ralph DeSantis picked up Iowa 90 A, the Bloomfield "Doke" depotel, which was owned by a non-member whom several of us have been trying to find. Ralph found him first, so he now owns the only known example of this classic.

I'm sure there are more New Finds to report. If you've been one of the lucky ones, please write the Editor and tell us about your good fortune. We need the encouragement, sometimes, during those long dry periods.

- The 1967 Census of Rare Tokens -
by Harold V. Ford

This is a list of those transportation tokens of which fewer than ten are known in the hands of collectors. If the letter is underlined, three or less are in the hands of collectors. These are the "census tokens." Collectors swapping rare tokens are advised to consult this list in preference to catalogue values in the Atwood Catalogue, because values of rare tokens in the Atwood Catalogue were simply based on the 1963 census, which in the case of a number of tokens is now much outdated. Thus if a token catalogued at \$7.50 in Atwood is not listed in this list, there are now more than ten of them known.

Ala 120 A 220 F 470 A 560 C I K M P S 730 A 800 A B
 Alaska 300 A B 400 A 450 C 500 A
 Ariz 640 F
 Ark 15 A B 75 A 150 A B C D 300 A 315 A 720 A
 Calif 220 A 525 A 575 B P 615 A B 630 C 715 A E F G V W
 745 A I T 760 C 775 A B 815 A E 990 A
 Colo 380 A 760 A 860 A E
 Conn 55 A 160 A 220 A 230 A 235 A C 290 A 305 A B C 325 A
 750 A
 Fla 230 A B 310 A 380 I Q R V 530 G
 Ga 60 A B C D E F G 270 A 750 A B C D F 905 A Also Ga 35 D.
 Hawaii 210 A H K L M N O P
 Ill 95 A 123 A 135 D E 150 D E F G H J K L M N O P T AC 190 A B
 195 A 220 D 350 A B 415 A B 425 A 435 A B 455 G 580 A
 600 D 605 A B 768 A B 785 A 795 D E 820 A B 910 A B
 Ind 20 A 140 A 160 A B D 180 B 405 A 450 C 460 A B C M
 490 B 510 D 520 A 580 C 600 A 610 D H 685 A B 700 B C D F
 820 A 860 A 900 A 930 A B 980 C
 Iowa 20 A 30 C 75 A 90 A 130 A 150 C 180 A 240 A 290 A B
 300 A B C F 310 B 370 A B 380 A B C D E F G Q R 485 A 575 A
 630 A 640 B C D E F G H I K L M O P W 660 A 710 A B 740 E
 850 A B C D E F G H I J 865 A 880 A 930 A B
 Kans 85 A B C 120 A 370 A 450 A 620 A B C D E F G 640 B
 680 A B C D E F 700 A 770 A B 830 A 900 A 910 A 970 A
 Kent 10 A B D E Q 85 A B D 100 A B C D 135 A 200 A 270 A C
 370 A 465 A 510 B E M R V W AA AF AR AS AT 520 B
 640 A B C D E 670 A 680 A I L
 Louis 240 A 470 A 790 B 810 A B C G H
 Mary 60 A E F G P S 600 C 940 B
 Mass 115 C D E F G H 260 B C
 Mich 65 A F H 170 A C D 225 B 370 A E 510 A B 525 B 530 A B C
 F K 560 A I 588 A 590 A C 605 C E G 630 A 680 C D H
 735 A 845 A B 935 A O 945 A 670 A
 Minn 40 A 50 A B C D E F G H I J K 60 A B 110 A 230 A D E 300 A
 400 A 410 B 430 A 490 A 540 C D G 630 A B 660 A B 730 A
 760 C D 765 A B 980 G 999 A
 Miss 320 A 620 B 720 A B C 900 B F H
 Mo 25 A 130 B 160 A B 190 A B 200 A B C D E F 330 A 350 B E
 370 A 435 A 440 V 640 B 665 A 700 B 830 B 860 A B C 880 H
 910 P Q 920 A B C D 980 A B
 Mont 260 A 320 A B 690 A

Nebr 120 A B 320 A 440 A B H 540 B C D E F G H I J K L A A
 700 C Z 855 A 940 A 980 A
 N. J. 20 A B H 175 A 290 B C D E 675 A B C 730 A B 945 A 999 A
 N. M. 430 A
 N. Y. 105 A C 140 A B C 240 A 285 C 445 A B 595 A B 629 A B
 630 A C E F G J K L M N O P R S A L 631 R 890 B C F
 935 A B C D 999 A
 N. C. 40 A 140 A 280 A B C D 390 A 700 A 850 A B C 950 A
 N. D. 260 A 600 A B C
 Ohio 10 F G H 30 A 35 B C 165 B C D E F G H I J K L M N P Q R S T
 175 A E F G H I J K L M N O P Q R T U A B A D 210 A 230 A B C D
F G H J K 240 A B C 270 A 290 C 410 A 450 A 465 A
 495 A 515 A B 535 A 590 A 625 A B 660 A B 700 A 730 A
 745 A 785 B 790 B 815 B 830 A B 900 A B 910 A 995 A
 Okla. 190 A B C 320 A 330 A B C D 425 A 900 A
 Ore 160 K 800 A
 Pa 15 A 20 A 73 A 115 A B 125 A 130 A B 165 B D 195 H
 197 A B C 260 A 315 B C 320 B C D 350 A B C 355 A 385 A B
C D 395 A B 400 A B E 455 C 495 D F 515 A 525 C D E F G H
I J K L M N X A C 526 A B C D 573 A B 605 A 675 A 680 A
 725 E F K 745 A B C D E 750 C D E H I J Q T U V 765 A B C D
F G H I M N O P U V W A D 770 A B 785 A 840 C D 875 A
 965 A B D E F G H I 975 B C 985 A B 999 B C
 R. I. 620 B C
 S. C. 310 A
 S. D. 370 A 725 A 890 A 950 A 970 A
 Tenn 430 C D E J V 490 A 600 C 690 A B C D
 Texas 65 D 120 A 135 A 320 A 340 B C D P 370 A 445 F G I
 465 A 530 A 555 A 710 A 770 A B 810 A B G H 890 B
 910 A 930 A 950 A B 955 A 965 A B C D F K L 985 F
 Utah 525 A 750 A B 800 A
 Va 20 B 60 A 65 B 110 A 350 A 535 A B C 580 A B D 600 M
 620 E F L N 660 A H 700 A 730 A B 840 A 999 A B C D E F G H
 Wash 80 A B 150 A 230 A B 590 A 690 A 780 I U 850 A B 880 K
 W Va 20 A 100 A B 550 A 830 A 890 A B D E F G H I J K L M N O
 Wisc 20 B 95 A B 105 B 160 A B C D E F 170 A 180 A C D E
 250 A 360 C 410 D 420 A D E F 440 A I J 500 A 510 A B C
 520 A B 530 B 560 A B C 600 A C 700 A D 750 A B 790 C H I
 840 A B 850 B 870 C F G 880 A B D 910 A 930 A B 935 A B C
 955 A 980 E D E G
 Wyo 120 A
 D of C 500 G A D A F
 Puerto Rico 560 A B C

Stencils for the 1967 Census of Rare Tokens were typed for us by Mrs. Harold V. Ford on the Ford typewriter, and this will explain why we have Pica type on these two pages, and elite on all the others.

= NOTICE OF AUCTION TO BE CONDUCTED AT MINNEAPOLIS A.V.A. CONVENTION =

A "floor-bid auction" will be conducted Saturday afternoon, August 5, following the business session of the A.V.A. Convention at the Hotel Curtis in Minneapolis. This auction is strictly for floor bidding only, and mail bids cannot be honored. Persons bidding must be A.V.A. members. Successful bidders must settle upon receipt of tokens immediately following the auction, preferably in cash. Five percent of all sales will be retained to defray expenses of the auction, and balance will be forwarded to the A.V.A. treasury.

Material submitted must be catalogued in Atwood, Smith, or Feisel (latest editions). Other "exonomia" cannot be accepted for this auction. All material must be in my hands no later than July 20, 1967. Each lot submitted must bear correct catalogue number with a minimum bid if desired, preferably in 2x2 windows. To tokens of less than a 25¢ catalogue value will be acceptable for auction.

Material submitted for auction will be displayed for viewing in locked cases Friday afternoon. All tokens submitted are to be sent to me and will be kept in a safe until the opening day of the Convention. There will be no listings of lots in The Fare Box...you will have to attend the Convention in order to see and bid, so come one, come all!

QUINCY A. LAFLIN, Auction Chairman - 1476 Iglehart - St. Paul, Minn. 55104

= MAY NEW ISSUES SERVICE REPORT =

By John G. Nicolosi

Things are again on the upswing. Lots of tokens coming your way this month, like last month. Last month, under separate cover, you were sent the set of 8 Hull, Quebec, tokens. Also you were sent last month Calif 845 C, and all of these were sent to ALL N.I.S. members, regular & associate, who also received Calif 845 A,B.

This month coming your way are four more nice tokens: 2 from Colorado, 300 F,G (sorry we can't send E). Also DC 500 AH and Va 20 O. All four are somewhat different from run-of-the-mill tokens, and I hope you like them. Credits for the above tokens: our thanks, Bill, for the Hull tokens. It took quite a bit of effort to get that lot together and get them to me safe and sound (over 1,200 tokens altogether). Thanks to Toby Frisbee for the Colorado tokens, and to Julius Sherr for the D.C. and Virginia ones. All members, regular & associate, will receive these four.

Last month, by the way, you were also sent the new Mermaid token from Copenhagen, Denmark, and I shall soon have the Viborg Bybusser token, which will go out to you in June (all members of N.I.S.).

This month also has been a good "promotion" month. We welcome to the ranks of "Regular" members Mr. H.C. Schmal; and from the waiting list to Associate Membership, Captain R. Clifton, Robert Misdom, and Fred Glaze.

Membership in the New Issues Service, which provides new issues of transportation tokens, as available, at a small increase over face value to collectors, is limited...by the number of available tokens, and by the fact that one man does all the work. There are about 150 members of it altogether. New members of A.V.A. interested in joining the New Issues Service are invited to write and ask to be put on the waiting list. When you are admitted, the procedure is that you send a deposit of about \$10.00, and the cost of the tokens is deducted from this balance. Members are dropped from the rolls of N.I.S. if they permit their balance to drop down to Zero.

Triple Cities Traction Co., Binghamton, N.Y., has raised cash fares to 30¢ cash (the first 30¢ local fare in New York State) from 25¢, and tokens from 4/95 to 8/52.... More than 1,000 trolley cars are still running in Tokyo, Japan, but they are being slowly replaced by buses; old trolley cars are being sold at bargain prices to interested parties: 80,000 Yen each (\$224). And if you also have a few billion Yen to get the thing across the Pacific to your backyard, you're in business!

The listings this month are all of Asian items, and all were reported by J.D. Ferguson except where noted otherwise.

CHINAHong Kong 400

- (YAU LEE CO. in both English and Chinese)(large 1 in center)
 A o B Sq Sd (small 1000 incused on reverse)(20mm) \$2.50
 (This was a private ferry boat company; token was good for one ride)
 CHINA MOTOR BUS CO. LTD. 1935 HONG KONG
 ZAO WM 17 Sh-sc Good For Five Cents C.M.B. Co. Ltd. Pattern
 (A large quantity of these tokens were made for use. Then it was discovered that the law prohibited, in Hong Kong, the putting of the value on any tokens. So the company was forced to destroy these tokens without ever using them. Apparently only this one piece was not destroyed, but saved as a reminder, and is now owned by Mr. Ferguson.)
 ROYAL INTEROCEAN LINES (STEAMSHIP)
 YAO WM 28 Sd (RIL in monogram)(with crown) --
 (This piece was apparently used out of Hong Kong but as to its purpose more information is desired.)

Shanghai 720

- (CHINESE LETTER = "CHINESE AIRWAYS" stamped on a Kwang Tung PROVINCE one cent coin)
 YAO B 29 Sd (same as obverse) --
 (This interesting piece is a Chinese Airways boarding token for identification only; as it is only associated with transportation it will be listed as a Miscellaneous token.)

I have known of the existence of brass patterns of the China General Omnibus Co. but without descriptions. Mr. J.M. Kotler found a brass token identical to 720 H but I'll hold up assigning a number to it until more information comes in as to whether it is a pattern.

THAILAND (first listing for this country; may not be a transportation token)

900 MEINAM FLOTILLA COMPY- (TINY ORIENTAL FERRY)

- YAO B 35 Sd (blank)
 (This was apparently issued about 1880 and found by a friend of Mr. Ferguson in an antique ship in Bangkok. The river Meinam is now known as the river Menam, if you look for it in an atlas. This may or may not be a transportation token or pass or identity check. Further information is desired.)

SINGAPORE (Malaya)(first listing for this country; may not be a transp. token)

750 S.H.B. 10 (Singapore Harbor Board)

- YAO K 30 Sd (blank)
 (Mr. Ferguson thinks he has seen this item listed in some coin book or magazine, but we can't find it. Further information on the token, or location of the listing, would be welcome.)

Next month's listings will be British. Remember, when you report new discoveries to be sure to send rubbings or photographs. This is essential to insure accurate listings. Please keep the listings coming.

I am selling a number of copies of my book overseas a surprising number in West Germany and Sweden in addition to a nice quantity in Britain. I anticipate we shall be picking up a number of collectors for the AVA from Britain, Sweden, and West Germany. I also anticipate shortly receiving some material from these countries which I'll have for sale at my new catalogue prices. Your complete want-lists of tokens under \$1 cat. will be welcome as I'll sell these items as fast as I receive them.

= MAY SUPPLEMENT TO ATWOOD'S CATALOGUE =
By Ralph Freiberg

CALIFORNIA

Inglewood 395 (Reported by Stephen Album)
AIRPORT TRANSIT 10053 INTERNATIONAL RD. LOS ANGELES
I B 23 Sd Good For 25¢ in Trade (Vars.) \$0.25
(a. Large letters on reverse)
(b. Small letters on reverse)

COLORADO

Englewood 300 (Reported by R.K. Frisbee)
FT. LOGAN BUS
E Pg 23 Sd (blank)[black lettering] .25
F Pg 23 Sd " [dark green with gold lettering] .25
G Pg 23 Sd " [light green " " "] .25

OHIO

Logan 465 (Reported by John H. Wilcox)
W.L. GAGE HACK LINE
B o A 25 Sd 25 5.00
W.L. GAGE AUTO HACK LINE
C o A 25 Sd Round Trip 25¢ 5.00

VIRGINIA

Alexandria 20 (Reported by Julius Sherr)
A.B. & W. TRANSIT CO. A B & W
O WM 23 B1 Fare Token A B & W [* April 1967] .30

WISCONSIN

Sheboygan 790 (Reported by A.H. Erickson)
WISCONSIN POWER & LIGHT CO.
J Bz 23 W-sc Good For One Fare [* 2/7/66] .15

DISTRICT OF COLUMBIA

Washington 500 (Reported by Julius Sherr)
WASH. VA. & MD. C. CO. INC. VIRGINIA LINES WVM
AH Bz 23 B1 Good Towards One Fare WVM [*April 1967] .30

= NOTES BY RALPH FREIBERG =

This month we have some tokens a few of which may indicate a new trend. We have first a token used at the Los Angeles Airport, located in Inglewood, Calif. (This Inglewood is spelled with an "I.") This little bus has been operating since the new airport opened. The bus keeps making a continuous circle route, more or less for the convenience of people with baggage going from one airline to another. One puts a quarter in the turnstile and climbs aboard. It brought an amusing smile to me, as I often wondered what you would do if you didn't have a quarter to get on this odd-shaped bus. The driver of the bus is not near the turnstile so you just had to have a 25¢ coin (one coin). Naturally I had to ride this bus when I was down there, but at the time never noted the use of tokens. Anhow, somewhere along the line, tokens were introduced and there is a booth at the airport where these can be purchased. This is one time the New Issues Service wasn't able to get an answer from the company so I talked Ed Cutler into going over and getting me a token. And when he did so he found that there were two distinct die varieties of the reverse. Two days later I got a letter from J.D. Gerguson, also telling me about the two varieties. Anyhow, about the only way you can get the token is to send a \$1 bill and self-addressed envelope. But some of us have done this and so far no answer. So you take your chances. The person who gave the token to Steve Album, and the person who gave

the tokens to Mr. Ferguson both mentioned that they got them free from the airline, but when we inquired about this, the airline companies said the tokens were sold at the booth and were not given away free. We don't know exactly when the tokens went into use, but it was some time back. They are 1/5mm larger than a normal "23mm" token.

The Englewood, Colo., tokens (this spelled with an "E.") are used on a bus which starts out in the morning operating a route that runs from Littleton to Englewood to Fort Logan, but in the afternoon it runs from Englewood to Littleton to Fort Logan. In other words, it makes a circle route. The bus runs on an hourly schedule and the fare is 25¢. It may be these tokens indicate a trend toward more and more plastic tokens on smaller bus routes. Last month we had plastic tokens from Santa Rosa, Calif., and this month from Fort Logan. The first tokens issued were the ones with black letters, but for some reason these proved unsatisfactory as the black wore off. Mr. Frisbee was able to get a few of these, but the New Issues Service won't be able to handle them. Then the company went to the tokens with gold lettering, and these proved much more satisfactory, and the lettering stands out. These come in two different colors, which are so distinctly different, one being very light green and one very dark green, that we decided to list them separately. Both of these will be sent out to N.I.S. members. If I can get to the convention this year I hope to be able to stop off on the way and ride this bus!

The two Logan, Ohio, depots were sent to Mr. Wilcox by a person in a nearby Ohio town, not Logan. The tokens don't mention the origin on them, but as we have a token by W.L. Gage which is inscribed for Logan, we know that these are from there. The "C" token indicates usage on one of those early automobile hacks which some of the horse-drawn hack operators went to between 1915 and 1920, usually with little success. On page 71, August 1960 Fare Box, there's a story about the Gage Hack Line, and in the story it mentions that W.L. Gage bought "an auto buss on the principle of the horse drawn busses," but that the driver upset it, and Gage went back to the horse-drawn hacks. So the "C" token probably was used during the brief period when Gage was experimenting with the "auto buss," before his driver wrecked it!

We have two tokens from the Washington, D.C., area, where the fare was raised last month. Note the new wording on the D.C. token, "Good Towards One Fare." Possibly most of the fares run into two or three zones, and the token is good in the first zone, so in a multiple fare situation the token wouldn't be good for the whole fare, but only "towards" it. The previous token issued by this firm said "Good For One Fare," and the new wording may have been chosen to avoid arguments.

Comes now a strange issue from Sheboygan, Wis. At one time the lines in Fond du Lac and Sheboygan were run by different companies. However, after Sheboygan City Lines gave up the line in Sheboygan, it was taken over by the firm which operated in Fond du Lac. When they decided to use tokens, there weren't enough of the old 790 G on hand to plate, and they probably weren't permitted to use the City Lines dies, so they issued a token with a die similar to 220 B, but in bronze instead of white metal. There are two different dies, actually, on the new 790 J, and there were two different dies on the old 220 B, giving us 4 different dies, similar but not the same. The owner won't send these to the N.I.S. so we'll have to wait before we can get these. The rate is 8/\$1 and so it must be a school token. Some of the 790 G were supposed to have been plated, but if so the plating wore off so quickly that none of them around now. If anyone has a G with a good plating on it, please let me know.

= CLARENCE HEPPNER SELLS COLLECTION TO JOSEPH ALLIS =

Clarence Heppner of Seattle, former Vice-President of the A.V.A., has sold his collection, except for Washington & Oregon and tokens picturing horsecars, to Joe Allis. Clarence had a fine collection, including an excellent assortment of rare vulcanites, including all Pittsburgh vulcanites but one, the oval Cincinnati, and such other rarities as the only known example of NY 630 J. Mr. Allis is specializing in vulcanites and celluloids.

= MAY SUPPLEMENT TO FEISEL'S CATALOGUE OF PARKING TOKENS =
By Duane H. Feisel

ILLINOIS

Chicago 3150 (ex-Unidentified 3029; location by Mrs. Mary Allen)
ILLINOIS EYE & EAR INFIRMARY STATE OF ILLINOIS
3H B 23 Sd Courtesy Parking Token \$0.25

Harvey 3385 (Reported by Sam Ruggeri)
SOUTH-SUBURBAN FEDERAL SAVINGS
S B 23 Sd Parking Token As a Courtesy S.S.F. .25

MISSOURI

St. Louis 3910 (Unidentified 3027 A; location by Mrs. Allen)
GARAVELLI'S COMPLIMENTARY PARK CHECK
I B 23 Sd Garavelli's With Purchase Only (6/66-) .25

NEW YORK

Jamestown 3425 (Reported by Ruggeri)
W.C.A. HOSPITAL JAMESTOWN, NEW YORK
A o B 23 Sd (same as obverse)(3/65-12/66) .15
WCA (INCUSE LETTERS)
B B 23 Sd (blank)(1/67-) .15

UTAH

Salt Lake City 3750 (Reported by Ruggeri)
HOTEL UTAH PARKING
A B 23 Sd (same as obverse) .25

CANADA - MANITOBA

Patterns 3998 (Reported by Barry Uman)
B Bz 25 Sd (same as Man 3900 A but different metal)

ADDITIONS & CORRECTIONS

Kans 3450 A: variety description refers to R, not O
NY 3735 A: add variety description
(R: distance A-S outside is...)
a. (10mm)
b. (12mm)

Ohio 3175 P: add rev. D.

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

No information is available regarding the use of the Illinois Eye & Ear Infirmary, except that the tokens are not available to collectors.

The South Suburban Federal Savings Bank operation has been described in the past. At Garavelli's Restaurant in St. Louis, the token is exchanged for a ticket obtained by the customer as he enters the restaurant's parking lot. The token is used to gain exit from the gate-controlled lot. I did obtain the token by writing, but a quantity was not available.

The first batch of tokens made for the W.C.A. Hospital in Jamestown, N.Y., was made in the quantity of 4,000 pieces. These tokens seemed to disappear rapidly, so a new batch was made that had less appeal (and less cost as well), and in a quantity of 3,000 pieces. The tokens are provided to visitors upon departure from the hospital to provide exit from the gate-controlled parking lot. I do not know the meaning of the WCA initials.

Hotel Utah apparently has a parking facility for the use of hotel guests. No information, and no tokens, have been obtained from the hotel.

PTNIS members will finally be sent a shipment of tokens this month. The tokens

previously mentioned, with the exception of Ky 3280 A which has not yet been received, will be sent as well as Ill 3385 G, and NY 3425 A and B.

Last month I erred in numbering two of the unidentified tokens, 3026 and 3027. These numbers were previously assigned to other tokens. To rectify the situation, the duplicated numbers reported last month will be changed to 3026 A and 3027 A, respectively. Note that the location of 3027 A is reported this month.

The acquisition of the Schwartz collection has put me in the position of having about 4,000 different duplicate tokens. So I am open to trade suggestions for some of the better tokens, and later on will sell of many of the duplicates, so if interested, send along your want-list.

= CALIFORNIA COLLECTORS MEET IN RAILROAD CAR =
By Robert M. Ritterband

The 62nd meeting of the California Association of Transportation Token Collectors was staged in a most appropriate setting for vecturists. On Sunday afternoon, May 7, the club gathered once again aboard the private railroad car "Golden West," located in the Santa Fe coach yards, Los Angeles. More than two years had passed since we last met on this handsome restored car, which is half-owned by the brother of our club president.

On hand for this session were Carter, Crusen, Cutler, Gould, Hawthorne, Kubach, Manning, Marvin, Miller, Ritterband (both Robert and Richard), Sherman, Ken Smith and Robert Smith. Railroad regulations prevented the inviting of any guests or family members to the meeting.

The constant back and forth of busy trains passing through the yards provided a good background for the entire meeting. (Of course a few members were so occupied with intensive token swapping, they gave scant heed to what was happening on all sides!) Even so, all enjoyed themselves enough to consider with enthusiasm the possibility of using this car for a club outing next summer to the American Numismatic Association convention at San Diego. "Vecturists Journey to Conclave in Private Rail Car," the headlines would say! We'll see how things work out by then.

In a brief business period, all but one of the members present expressed a hope that next year's planned revision of Atwood's Catalogue would not mean a renumbering of the token listings. A couple of men reported that they had not yet renumbered their collections to match the 1963 issue.

Invitations for club meetings the remainder of this year were accepted from Miller, Ritterband and Willahan. President Ritterband stated that our next gathering would be on Sunday afternoon, July 9, at Edrick Miller's home in Costa Mesa. He reminded that this would be the club's Tenth Anniversary, and said that a special observance of the milestone would be planned by the officers.

= SAN FRANCISCO AREA COLLECTORS TO MEET JULY 2 =

Bay Area collectors will have another opportunity to meet, on Sunday, July 2. Room 202 of the Oakland Central YMCA has been reserved from Noon until 5 pm. The "Y" is located at 21st and Telegraph in Oakland, and plenty of free parking is available. Plans are to hold an informal gathering such as that enjoyed by a number of local collectors last March. Anyone in the area is invited to attend. There will be exhibits, tokens for swapping and for sale, and refreshments. John Coffee is expected to be at this meeting as part of his summer jaunt to the West Coast. If you need any additional information, please communicate with John Nicolosi.

= COME TO THE ANNUAL A.V.A. CONVENTION AT MINNEAPOLIS, AUGUST 4-6 =

THE FARE BOX

A Monthly News-Letter for

Transportation Token Collectors

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JUNE, 1967

OUR 240th ISSUE

Until August 25 all mail for The Fare Box or its Editor should be sent to:
JOHN M. COFFEE, JR. - 4104 SIXTH AVENUE - TACOMA, WASH. 98406

GEORGE BROWN, JR.

George Brown, of La Mesa, California, was a recent convert to the A.V.A. He joined us last August as #879. A retired civil service employee, he collected both coins and tokens. His friend Bob Carlisle says of him that he was "an outgoing person, helpful to others. He will be missed in Southern California." He died May 23.

This issue comes to you right on the heels of the May issue, and because of the closeness of the issues, some material intended for this issue probably didn't get to Boston in time for publication. The July issue will be published in about five weeks--make the deadline July 18--from Tacoma. It will be a small 6-page caretaker issue, and we shall only be able to have one page of ads. Consequently, remember that for that issue we shall be unable to accept "wanted" ads, or ads which don't include transportation or parking tokens, or auctions with tokens listed at less than \$1 in Atwood or Feisel. Then comes the long pause. The August issue, a big one with full coverage of the convention, will be published from Boston during the second week in September. Unlimited ads again. This is our customary summer procedure.

The A.V.A. Annual Convention, to be held at the Curtis Hotel in Minneapolis, August 4-6, promises to be exciting and profitable for all who attend. Indications are that this will be the largest turnout in our history. In addition to Professor Hilton as the banquet speaker, there will be a floor auction with Larry Freeman as auctioneer (if he can get a ride to Minneapolis!), a bus tour with special token, and tokens all over the place. Come and bring the family and some tokens. Remember to make reservations at the hotel now. Rates are reasonable; rooms are excellent.

We appreciate the thoughtfulness of those members who, when sending us a change of address, send along 25¢ to pay for the new address plate. In fact, we appreciate it so much that hereafter we are going to put an asterisk by the name of each person listed under Changes of Address who sends along the quarter. Thoughtfulness deserves recognition. This practise will begin with the July issue.



= APPLICATIONS FOR MEMBERSHIP =

- 965 HAROLD BALDWIN - 16 SOUTH FARRAGUT STREET - PHILADELPHIA, PENNA. 19139
Age 33; Proofreader. Collects U.S. only. (Carman)
- 966 MARGARET WILCOX - 310 WASHINGTON PLACE - NORTH BRUNSWICK, NEW JERSEY 08902
Age 43; Nurse. Collects U.S., Canada, Parking. (H.D. Allen)
- 967J DAVID WELLS - 506 NORTH 7th - CANTON, MISSOURI 63435
Age 18; Student. Collects U.S. only. (Bolz)
- 968 CONRAD V. PLUMMER - 2515 PALM AVENUE - LIVERMORE, CALIFORNIA 94550
Age 45; Police Officer. Collects U.S. only. (Hinde)

CHANCE OF ADDRESS

- Joseph Allis - c/o Allis' Restaurant, 48 East 29th St. - New York, N.Y. 10016
Kenneth V. Hayes, Jr. - 3300-D Mensch Court - Carmichael, California 95608
Andrew Morgan - 2412 Polk Street - Wichita Falls, Texas 76309
Ben Odesser - 6332 North Richmond Street - Chicago, Illinois 60645
J. Douglas Williams II - 1350 O Street - Anchorage, Alaska 99501 [only to 9/20/67]

A.N.A. MEMBERS: Vote for "Progressive Leadership" for the A.N.A. Board of Governors. Vote for RAY BYRNE (A.N.A. Life Member #297) the only member of the American Vecturist Association who is a candidate! (paid adv.)

FOR SALE: Ga 690 A (as is) 40¢; Calif 25 A, 105 A, set \$2.10. Canada, Ont 140 A, 25¢; Que 620 AE AE set \$1.15; Argentina 160 G 50¢; Calif 3845 A 15¢.
John G. Nicolosi - 3002 Galindo St. - Oakland, Calif. 94601

CATALOGUE OF WORLD TRANSPORTATION TOKENS & PASSES EXCEPT NO. AMERICA. First edition 1967, at \$5.00 either bound or unbound (specify which). Make check or m.o. payable to Kenneth Smith. Autographed copy free if you desire. ALSO, self-addressed stamped envelope will bring you a list of several hundred English transp. tokens for sale at catalogue plus postage & insurance. Also available a list of about 100 diff. metal passes on first-come, first-served basis for those interested.

Kenneth E. Smith - 328 Avenue F - Redondo Beach, Calif. 90277

WILL SELL the current Clark Field token, Philippines 700 I at catalog, 50¢ each. My apologies to the persons who sent for Pa 3750 A B and have not received them. The A has been hard to get but I should have them within a month or so.

Arthur D. Jordan, Jr. - P.O. Box 92 - Flourtown, Pa. 19031

FOR TRADE for other U.S. TT's: Pa 25 E, 765 Z AA AB; DC 500 Y.

Lazear Israel - 936 S. Genesee Ave. - Los Angeles, Calif. 90036

FOR SALE: Ohio 440 C at 50¢. With a small hole in it 30¢. I will also trade these for tokens I need or any extras you have.

Jeffrey R. Brashares - 825 Peaceful Path - Mansfield, Ohio 44907

= PHILADELPHIA GROUP FINISHES ITS FIRST YEAR =
By Arthur D. Jordan, Jr.

The Delaware Valley Vecturist Association held its fourth scheduled meeting of the 1966-7 season on May 21. A.V.A. members Biery (and son), De Santis, DiMichael, Gibbons, Hiorth, Jordan, Misdorn, Paul, Streeter, Zell, attended and enjoyed several hours of viewing and discussing tokens. In particular we enjoyed seeing Ralph De-Santis' recently discovered Troy & Watervliet Ferry token. After a summer of token hunting we shall meet again on Sunday, September 17 at 1:30, at the Liberty Federal Savings & Loan Assn., 202 North Broad Street, in Philadelphia. There are still a number of collectors in the Philadelphia area we haven't met and we would enjoy doing so at the September meeting.

= SEE YOU IN MINNEAPOLIS =

= THE DEPOT BRIDGE COMPANY OF PITTSSTON, PA. =

The Depot Bridge Company was a stock company organized by Pittston area men, and in July, 1873, it awarded the contract for construction of a bridge to the Watson Bridge Company, low bidder at \$75,000. Three shifts of workers were used to expedite construction. The bridge's piers were built in cribs which rested on the Susquehanna River's gravel bottom. The bridge was completed by Sunday, April 5, 1874, with a roadway 18 feet wide, and six-foot wide walkways. Foot passengers used the bridge on April 5, and wheeled traffic came a few days later.

Unfortunately, however, the bridge was destroyed within a year of its opening! On Wednesday, March 17, 1875, there was a great ice flood on the Susquehanna River, which resulted when an ice gorge at Ransom gave way, causing the river to rise suddenly to a height of 35.6 feet at the river measuring station. Coxton Yard of the Lehigh Valley Railroad and the adjacent village were covered completely with ice. More than 500 railroad cars had to be dug out of the ice with pick and axe. The Lackawanna Railroad bridge at Pittston Junction was lifted from its moorings and carried downstream. When its wreckage hit the Ferry Bridge in Pittston, it lifted it from its piers and sent it roaring down river. The wreckage of both bridges now crashed into the Depot Bridge, which also was raised off its piers and sent crashing downstream. The remains of all three bridges were later found along the river bank three miles north of Wilkes-Barre! The only thing left of the Depot Bridge after the storm was one east side span and its supporting pier.

An old timer, recalling the ice flood, said "The ice broke up with a noise resembling the roar of artillery. Huge pieces of ice rose high above the river bank. Yet, as destructive and terrible as it was, the sight was as grand as it was terrible."

Now with no bridges across the river, communication between Pittstown and the west side was maintained by steamers, flatboats, rowboats, etc. There was lively competition in the business, and the fare charged was 10 cents each way. Many people simply walked across the river on the ice, which was still thick and firm on April 1.

The bridge was rebuilt, of course, at a cost of \$45,000, and was opened again to traffic on Thursday, July 1, 1875.

The Depot Bridge Company went out of existence, and a newly organized firm, calling itself the Water Street Bridge Company, took over the bridge on Monday, May 16, 1881. So it is evident that the two tokens, Pa 770 A and B, were issued between 1874 and 1881. Whether the Water Street Bridge Co. continued to use them is not known. The old bridge, now called the Water Street Bridge, was finally closed to traffic on Thursday, May 14, 1914, and the last vehicle to cross over it was a brand new Studebaker, driven by one William L. Krise, a Pittston automobile dealer. The bridge had been declared free of tolls on Thanksgiving Day, November 26, 1908.

A new iron bridge was constructed on the site, work commencing June 29, 1914. On July 2, a workman fell to his death from the bridge. The new bridge was completed and opened to traffic on November 13, 1914. It was 945 feet long, and 21 feet wide. The first vehicle to cross the new bridge was--you guessed it--a new Studebaker driven by William L. Krise.

Today the Water Street Bridge, as it is still known, handles some 8,200 vehicles daily and hundreds of pedestrians. But that old wooden bridge that used the tokens is the one that interests vecturists!

(The above story of the old Depot Bridge was taken from a newspaper article written by Charles A. McCarthy, and sent to us by Dr. Herman Aqua.)

The New Britain Tramway Co. (Conn 290 A) was operated by the Dolan Brothers, Patrick and Peter, who started out in the hotel & livery business, and expanded to horsecars in 1886. The line was discontinued in 1893, and the Dolan Brothers moved to Pittsfield, Mass. Street railway operations in New Britain were taken over by Central Railway & Electric Co. S.P. Storrs, the druggist who advertised on the back of the tokens used by the Dolan Brothers, first began his ads in New Britain City Directories in 1885. This is Connecticut's only known vulcanite or celluloid token.

- Mort Dawson

= THE WAHPETON BRECKENRIDGE STREET RAILWAY COMPANY =
By Frank E. Vyzralek

This firm operated an electric car line connecting the business districts of Wahpeton, N.D., and Breckenridge, Minn. The two towns are separated by the Red River which has its source at that point, being the confluence of the Bois de Sioux and Ottertail Rivers. Construction of the line was spearheaded by Frank Strum (or Sturm), who was described as an experienced Chicago streetcar operator. Another incentive was the completion in the spring of 1909 of a hydroelectric power plant on the Ottertail River about twenty miles east of Breckenridge. Strum whipped up enthusiasm, acquired franchises, organized the company, and sold stock during 1909. All the capital stock of \$50,000 was sold in the two towns, about 75% of it in Wahpeton. The line became operating on August 30, 1910.

The company was a good money-maker in its early years, an average dividend being 15%, rising as high as 40% on one memorable year. One good reason was that Breckenridge was mecca for thirsty, prohibition-bound Dakotans. This gave rise to a unique local institution, the "Owl Car"--the last one of the night "which brought the Dakotans back to their own Dakota who otherwise might have had trouble in negotiating the trip." These palmy days ended in 1915 when Wilkin County, of which Breckenridge was the county seat, voted to close its saloons.

Rising costs and automobile competition hurt the company badly after World War I. On April 10, 1924, fares were raised from five to seven cents, but losses still piled up and the company threw in the sponge a year later, the last car making its run on the evening of March 31, 1925.

The brass token issued by this company, ND 900 A, was put into use shortly after the 7¢ rate was instituted, selling at the rate of 4 for 25¢. This token was thus in use for less than one year.

= "THANK YOU" PAYS OFF =
By J.H. Wilcox

In the course of writing hundreds of letters all over the country searching for tokens, one very nice lady whom we shall refer to by her first name only, Marjorie, replied from a certain Midwestern transit firm. She sent me two different tokens, and added the information that she has a bracelet made with several nice old tokens.

I sent a thank you note, and asked "If one falls off your bracelet please mail it to me! Ha! Ha!" A week later 22 tokens arrived from her with the notation: "No these didn't fall off my bracelet; I hunted them out for you. Surprise!" I sent a second thank you, along with my personal token, asking if I could use her name for this article. Now she sent me back two envelopes loaded down with tokens (97 in all) and she said, "Print my name in your token paper if you think it worth while." And hiding amid all these nice tokens were the two beautiful unlisted depot tokens of Logan, Ohio, which were listed last month in the Catalogue supplement.

My hat's off to Marjorie!

= NORTH EAST VECTURISTS TO MEET JULY 15 =

The 27th regular meeting of the North Eastern Vecturist Association will be held on Saturday, July 15, at Allis' Italian-American Restaurant - 48 East 29th Street - New York City. Take note that this is the third Saturday in July. The change was made to avoid a conflict with the 4th of July week. Come early...things get going by 8:30 a.m. Stay late...things keep going until 3:30 p.m. Active trading...lively talking...short business meeting. Enjoy luncheon served by member Joe Allis. Visitors are always welcome at NEVA.

= SEE YOU IN MINNEAPOLIS - A.V.A. CONVENTION AUGUST 4-6 =

= SOME ADDITIONAL NOTES ON SOVIET AND VIENNESE FARE TOKENS =
By J.M. Kotler

My article on the 1938 Vienna streetcar token in the March Fare Box evoked two valuable letters from European collectors. Roger Atkinson in England points out that under the "anschluss" (or union) of Germany and Austria in March, 1938, the latter was treated as a province of "Greater Germany." Thus German money became current and we have an explanation for the Denomination being stated in pfennig.

From Holland F.J. Bingen advises that 4,050,000 of the tokens were struck at the Vienna Mint in June, 1938. He adds that the full name of the diesinker was Adolf Ludwig Hoffmann, who lived 1879-1953. He was connected with the Vienna Mint almost 40 years, 1908-47. So our understanding of the Vienna token comes a bit closer to completeness.

Since they were first announced at the Second European Vecturist Conference in December, 1964, the tokens of the U.S.S.R. have been among the most sought after of mode foreign issues. The information on page 57 of the April Fare Box seems quite accurate with two exceptions. 1) It applies only to the white metal Leningrad and Moscow subway tokens. 2) Our member in England, Don Capper, advises he visited Russia last summer and was told these tokens are still used one day a year in an annual census of riders.

I cannot confirm anything regarding this usage as a means of surveying, but I know the tokens are still available. The only trick is getting them! Only a very few have trickled out, usually from one or two Russian collectors. Of the white metal tokens perhaps a dozen of the Moscow and half a dozen of the Leningrad are known in the United States. An official Soviet source has written me that 200,000 of the Moscow pieces were struck. This seems like a very small issue when considering the population of the city, size of the subway system, and its extensive use. As a comparison, an article in the New York Times last year said there were 28 million New York subway tokens in circulation at all times. I've been offered large quantities of the white metal Russian tokens, but the price and minimum order was so high, it didn't warrant purchase. For the collector willing to wait for several years, the price will undoubtedly come down, but right now you'll be paying top dollar (or top ruble) if you want these tokens.

The brass Moscow subway token presents a different story. My correspondent says they were used in 1936, just after the opening of the world's most elaborate underground railway. A Russian collector friend has told me one of these brass pieces recently sold for 50 rubles (\$55 at the official exchange rate). I doubt these will ever be common. About ten are currently known in this country.

This might be a good opportunity to point out another Moscow token which was supposedly used for transportation. The obverse carries the Russian letters "BDHX" under a representation of a large concrete gate which resembles the Arc de Triomphe in Paris. Reverse is blank; aluminum 22mm solid. The initials stand for Exposition of National Economic Progress, I'm told, and the token was reportedly used on a car ride within the exhibition. We'll keep checking.

Collectors should also be apprised of the fact that some tokens are listed under cities and countries (in the Smith World Token Catalogue) that are now within the U.S. S.R. They are as follows: Kaliningrad (see Königsberg, Germany); Vyborg (see Wiborg Finland).

A few other transportation-associated tokens are known from Russia. These are ship's money tokens used in the early 19th Century on vessels operating out of St. Petersburg (now Leningrad). Also, a railway line being built in the Ukraine about 1860 issued currency tokens in several denominations. The State Hermitage Museum in Leningrad was most gracious in furnishing plaster casts of these for my inspection.

Del Ford (Box 15263 - Del City, Okla. 73115) reports he received orders for 74 of the Kans 30 C listed in April. He figures these tokens are vintage 1932-36, judging by other tokens found with them. He still has 184 of them left, and this is your chance to get an early obsolete token for only 35¢ plus stamped self-addressed envelope.

= FAREWELL TO THE TROLLEY IN SOUTH AMERICA =
By Allen Young

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The streetcar is rapidly vanishing from the urban landscape of South America. Dilapidated open-sided trolleys no longer sway on undulating tracks and gongs no longer sound. In city after city, an era is drawing to a close.

In Asuncion, the last streetcar lines are about to be silenced forever, in accordance with a recent municipal decree. Administrative red tape has given the trolleys a temporary reprieve, but they will soon make their final trip past the tree-filled Plaza Uruguay, down Calle Estigarribia and through the central square. At the turn of the century in Asuncion as in many other cities, mules pulled the streetcars. In fact, it was not until 1913 that the first electric lines were installed. La Tarde, a local newspaper, recently published an article entitled "Farewell to the Streetcars." It recalled that, in the early days, people were afraid of the streetcars and that youthful pranksters used to put stones on the tracks. The article speculated that there may be "supersonic trolley planes" here one day. It concluded, however, that the demise of the streetcars leaves "a strong nostalgia for old memories."

In the principal cities of South America, including Santiago, Buenos Aires, Rio de Janeiro, and Lima, diesel buses have replaced most streetcars. In some cases, electric trolley buses have taken over. In Rio de Janeiro there is an elaborate network of electric trolley buses. The fare is nearly half that of diesel buses making the same runs.

Some streetcars have been retained, however, and these often represent a picturesque tourist attraction in themselves. For example, Lima has kept the streetcar line that runs from downtown to the port city, Callao, a trip of about a half-hour.

Rio has preserved two major streetcar lines serving its hill districts. These are the lines for Alto de Boa Vista and Santa Teresa. The Alto de Boa Vista streetcar begins its 30-minute trip in Praca Saenz Pena, in the neighborhood known as Tijuca. It climbs through the Tijuca Forest, a pretty tropical park, and ends atop the hill at Alto de Boa Vista (Good View Heights). Santa Teresa is a hill district that rises above downtown Rio. It has many old houses, and is a favorite residential area for those "cariocas" who want to avoid the hubbub of Copacabana, a busy neighborhood that houses about 800,000 people. The Santa Teresa route offers visitors some of the best views of Rio and Guanabara Bay. The Silvestre branch of this line is of special interest. It continues past Santa Teresa and connects with the cog railroad that climbs Corcovado (Hunchback) Mountain, overlooking Rio. While other lines in Rio were being dismantled, the administrators of the state-owned streetcars reaffirmed their desire to preserve the Alto de Boa Vista and Santa Teresa routes. They even manufactured shiny new streetcars "for the tourists." But it is the local residents who prefer the new cars, with their closed-in sides and upholstered seats, while the tourists enjoy the old open cars, with their wooden benches and sporty running boards.

In Sao Paulo, Brazil's second largest city, streetcars still run along the center of broad Sao Joao Avenue and other downtown streets. The old streetcars offer a sharp contrast to the massive modern skyscrapers that characterize Sao Paulo.

One of the most picturesque streetcar lines still in existence is in the city of Sao Luis, capital of the State of Maranhao in northern Brazil. Sao Luis is a pretty, colonial village built on the heights above a large ocean bay, and one of the best ways to appreciate the city is by trolley car.

As in the rest of the world, it was the automobile that heralded the end of the streetcars in South America. In Rio the conflict drew to a climax a few years ago in Copacabana. The traffic situation logically brought about the conversion of Avenida Copacabana into a one-way street. But the two-way streetcar tracks could not be converted so easily. For a while the streetcars ran against the traffic. However, this caused so much confusion that the trolley service was ended. The streetcars in downtown Rio lasted a little longer, but now they, too, are gone.

It was European and American entrepreneurs who first brought streetcars to South America. Many fortunes were made in this, and some of the present large foreign-owned firms got their first thrust in the streetcar business.

D E N M A R K

Copenhagen	160	(Reported by J.M. Kotler)	
		KØBENHAVNS SPORVEJE RABAT POLET K S	
C WM	20 Sd	(Copenhagen's little mermaid with ship & crane)	\$0.25
		ØMEGNEN AF RABATPOLET	
D B	23 Sd	(same as obverse)(used 1966-)	.20
Viborg	860	(Reported by J.M. Kotler)	
		VIBORG BYBUSSE	
A B	18 V-sc	(same as obverse)	.20

E N G L A N D

Accrington	5	(Reported by Donald Capper)	
		BOROUGH OF ACCRINGTON (ARMS)	
AE C	23 Sd	4d. (very light green)	.20
Birmingham	80	(K. Smith)	
		BIRMINGHAM CORPORATION TRAMWAYS (ARMS)	
AOo C	23 Sd	1/2d. (light blue)(shades)	.30
Chesterfield	170	(Reported by Donald Capper)	
		FLINT GLAP	
CDO C	25 Sd	(same as obverse)(for 7d. fare)(green)	.30
		(Note: CA,CB,CC are also GLAP and not CLAP but the G looks like a C. These tokens are now obsolete. They were used on a contract service operated by Mrs. E. Flint for the National Coal Board to the Glapwell Colliery. I have some of these obsolete sets for sale at catalogue.)	
Derby	240	(Reported by Smith (Q), Capper (R,S))	
		DERBY CORPORATION TRAMWAYS EMPLOYEE (NUMBERS)	
PPo B	Ov Sd	(blank)(22x30mm)	3.00
		(A non-AVA member, seeing my 240 PC listing, sent me this pass at \$3 (if needed) to correct what he thought was an error. My 240 PC is correctly listed (in my collection) and this new listing is a previously unknown pass with smaller letters. From its style of letters it was probably used 25 years ago before PC and 15 years before PB.)	
		DERBY. EDUCATION. COMMITTEE : 1d.	
Q A	Oc Sd	(blank)(27mm)	.15
		D.C.O.D. 3d. EMPLOYEES	
R B	Ob Sd	(blank)(27x30mm)	.15
		DERBY CORPORATION OMNIBUS DEPT. 6d- PREPAID	
S B	26 Tr-sc	(blank)	.30

CORRECTIONS: Make England 240 J 23mm; 240 O and P 24mm. (typing errors)

Sheffield	685	(Reported by Donald Capper)	
		PILSLEY COLLIERY SCHOOL CHECK	
M o B	27 Sd	2d.	.60

The next listings will be mostly German. Remember when you report new discoveries to be sure to send rubbings or photographs. This is essential to insure accurate listings. Please keep the listings coming.

= JUNE SUPPLEMENT TO ATWOOD'S CATALOGUE =
By Ralph Freiberg

CALIFORNIA

Santa Rosa 845 (Reported by John G. Nicolosi)
MAY'S TRANSIT SERVICE SANTA ROSA CALIF.
D Pa Sq Sd Good For 25¢ In Trade For Bus Ride New Zone (23mm) \$0.25
E Pg Sq Sd " " 10¢ " " With 25¢ Token New Zone (23mm) .15

MINNESOTA

Minneapolis 540 (Authenticity verified by Donald Punshon)[ex Minn 998 A,C]
WESTSIDE RY. CO. MINNEAPOLIS
A Io WM 23 Sd Good For One Fare (horsecar) 5.00
A Jo B 23 Sd " " " " " " 5.00

Patterns 998 (Reported by Norman A. Webb)
THE ST. PAUL CITY RY. CO.
D B 16 L Good For One Fare E A Crosby Treas.
E WM 16 V " " " " " "

NEW YORK

Jones Beach 437 (Reported by Sam Ruggeri)
STAGE (COACH) LINES 1967
A WM 29 Sd Wantagh-Jones Beach-Freeport Good For One Fare (sea horse) .30

WISCONSIN

Baraboo 50 (Reported by Lowell Kronmiller)
SHERM LUCE THE RED LINE RETURN FARE BARABOO, WIS.
A o A 32 Sd 25 Cents 3.50

UNIDENTIFIED (Reported by Sam Ruggeri)

HOFFMAN TRANSFER CO
119 C1 24 Sd Return to Depot Only (reeded edge)[painted blue]

= NOTES BY RALPH FREIBERG =

I guess no sooner will you have received your May Fare Box that you'll be getting the June issue. But we still have a few tokens to list. The company up in Santa Rosa will have a new route using tokens on July 1, 1967, and we've already obtained the tokens for the New Issues Service...so you may get these tokens even before they go into use! The new route also has a zone fare if you go the entire distance, which is the reason for two tokens. Of course if you only go a certain distance, then only first-zone payment is necessary. Prior to having these made, Mr. Nicolosi suggested they include the city and state on the tokens, and they were glad to comply when they ordered them.

Most of the patterns made by Scoville Manufacturing Company of Waterbury, Conn., were simply regular tokens but with different letters in the center--to differentiate them from the regular issues. Later they started piercing regular issues and putting them on an advertising card. Of course we don't list the pierced tokens, as they are really only regular issues purposely mutilated by the manufacturer.

Jones Beach is on Long Island. Serving this area are several bus lines, and this month we list a token issued by Stage Coach Lines. This token has a nice picture of an old-fashioned stage coach on the obverse, and this "coach" is actually part of the name of the firm, hence we list it "Stage (Coach) Lines." When John Nicolosi asked me for the number for Jones Beach, in error I told him 435. So when he sends out the tokens he may refer to them as NY 435 A. Then I remembered we had already assigned 435 to a city that has a parking token (3435) so I had to change it to 437. We may have other tokens from Jones Beach in a month or so.

The Westside Street Railway horsecar tokens were originally listed as patterns

because we could find no record of a company by that name ever having existed in Minneapolis. On the other hand, there is a token from Milwaukee which is exactly like these tokens except for the name of the city. So we figured these must be errors on patterns of the Milwaukee token. Now, however, Don Punshon has learned that there was, indeed, a Westside Street Railway in Minneapolis, and it is listed in old Poor's Directories of Street Railways for the years 1887 to 1891. A short-lived company, perhaps this explains the relative rarity of the tokens. Only one of each is known to exist so far.

Baraboo, Wis., is famous for having been the origin of the circus in America, and now we have an authentic old depotel from there. Nothing more is known of the firm that used the token.

Mr. Ruggeri reported the maverick to us as plastic, tan in color. As it seems to be an old depotel, we believe celluloid would more accurately fit our purposes. In any case it would appear to be a very interesting item, our first celluloid or vulcanite depotel token.

Sometimes when tokens are reported to us we get them in a hurry, and sometimes it takes a few weeks and several letters before we learn if they actually are using a new token, and if they will sell us any. Last month we had a token from Los Angeles airport, and next month we hope to be able to send out one from the San Francisco airport. This may indicate a trend, so any of you who get to airports would do us a favor by checking to see if any of the airlines hand out tokens for passengers transferring from one airline to another on some little bus.

I close by observing with regret that I am much behind on my mail, principally because of arthritis. Some nights when I get home from work I just can't do any typing. I'll catch up soon.

= JUNE NEW ISSUES SERVICE REPORT =

By John G. Nicolosi

At long last the promised Viborg, Denmark, token has been sent to you, and our usual thanks to Mr. Kotler for making these available to us. He tells me that these were first used in Spring, 1966, and are the first tokens ever listed from Viborg. They were manufactured in Stockholm, Sweden, and a total of 30,000 were struck. The buses on which the tokens are used are one-man operations.

You also will receive this month Calif 845 D & E, listed this month.

And you will be getting the beautiful sea horse token from Jones Beach, N.Y. 437 A. Our first token with a sea horse on it! With the old stage coach on the other side, I think this is one of our handsomest tokens. Our thanks to Sam Ruggeri for making it possible for us to supply these to our N.I.S. members. He is now working on some other tokens from the same area for us.

The above four tokens go to all N.I.S. members, both regular & associate.

Mr. Ruggeri, by the way, says he has some more of the sea horse tokens, and any A.V.A. member who isn't on the N.I.S. may order one directly from him at 35¢ plus SAE.

Also at long last those of you who ordered the Puerto Rico 640 G and H now have them. I still have about ten sets left at 60¢ a set plus stamped envelope. If you want these don't wait too long, as they will go fast.

We have more tokens pending for July, so keep your account in the black. I am holding tokens now for some of you with debit accounts, and if I don't get a further deposit from you soon, out you go from N.I.S. to make room for others anxious to get in!

Lou Crawford reports that the following tokens are now obsolete: Ala 570 F, 800 F, 820 A; Ga 50 A, 240 F, 580 B C G H....New York streetcar 4239, which operated on the 125th St. line for 20 years and was given to Vienna, Austria, in 1948 as part of the Marshall Plan, has been donated to the Branford Trolley Museum. It was displayed in Central Park on May 21, complete with Austrian pantograph, before going to Branford.

- TRADE Indiana 180 C D, 690 A, 740 A, for four of yours. Multiple trades accepted.
Mrs. Virginia King - R 6 - Columbia City, Ind. 46725
- METAL & PLASTIC PERSONAL TOKENS FOR COLLECTORS: Horseshoe tokens in aluminum, brass, and nickel-silver; see January 1966 Fare Box. Plastic trolley car tokens in red, blue, white, green, black; 200 @ \$14.70; 500 @ \$28.70; 1000 @ \$48.50, plus \$5 one-time die charge. All prices postpaid in U.S.; minimum 200 per color. Send stamped envelope for sample metal & plastic pieces; 50¢ (refundable) for set of 5 colors.
J.M. Kotler - P.O. Box 248 - Glenace, Ill. 60022
- STAGE LINES JONES BEACH TOKEN - 35¢; 4-die variety set of NY 630 AN - \$1; 25 diff. parking tokens - \$4; include SAE. I will send a brass trade token for any trade token sent to me.
Sam Ruggeri - 1018 S. Carley Court - N. Bellmore, N.Y. 11710
- I NEED MAINE 40 B for a display. Anyone who has this token for sale please write.
Robert Misdorn - Box 731, Pamapo Station - Bayonne, N.J. 07002
- ALASKA MEDALS: First Airmail Flight from the new municipal airport at Sitka, Alaska. Serial numbered set of Silver, and yellow Gold Bronze. Housed in Grand Prix holders, and are proof-like. Limited to 500 sets. Struck at the Franklin Mint. Depicts the Convair Airplane airborne with historic Mt. Edgecumbe in the background. \$10.00 per set. Unnumbered Bronze \$2.00 each. Holders of the serial numbered sets will have first opportunity to obtain the same serial numbered sets of future metals struck depicting points of interest of South eastern Alaska. A medal each year is planned for the next five years. A.V.A. members are urged not to delay if interested. This is a beautiful medal set, and will not be offered again in Fare Box. Orders postpaid.
W.E. NICKELL - Box 37 - Sitka, Alaska 99835
- Wanted to trade 1 Nebraska 120 C or D token for any 1 of the following: Neb 440 F, 540 Y Z, 700 M N O P Q R Z, 800 A B C, or make your own deal. I will trade 1 Neb 120 C or D token for 1 Neb 540 M token.
J. Roger Bolz - 6118 Hartley St. - Lincoln, Nebr. 68507
- WILL TRADE Nev 100 A or B for any of these Texas tokens: 5 A, 30 A B, 50 C D E F, 60 A, 65 A C E F G H, 135 D, 145 E F G K, 225 A, 255 H K M, 265 A, 270 B, 275 A, 340 E F G, 400 A, 445 A J K, 585 A, 590 A, 630 A, 690 B, 640 A B C, 710 D, 760 A C D E, 805 A, 810 G, 985 A.
E.M. Rice - 218 Westhaven Drive - Austin, Texas 78746
- WANTED: I WILL PAY 25¢ each for Delaware 900 C to J tokens. Any amount.
Ralph W. Winant - 500 West Summit Ave. - Wilmington, Dela. 19804
- WILL TRADE: Ohio 440 C for Mich 935 A; Ohio 440 C for NJ 310 A; Ill 600 E for Ill 370 C; Alas 300 H for Alas 450 H. My personal token for yours.
J.H. Wilcox (Jack the Mailman) - 310 Washington Place - No. Brunswick, N.J. 08902
- WANTED: Your lists of fare tokens for sale at catalog prices or lower. ONLY interested in the 50¢ to \$7.50 varieties.
George Schroder - 78-14 160 Street - Flushing, N.Y. 11366
- WANTED: TT's in large quantities. If you have 100 to 3000 of a kind, I will offer you a swap for other TT's that will be very favorable to you. Please state Atwood Nos. and quantities of your pieces in your first letter.
Max M. Schwartz - 28 West 44th St., Rm. 421 - New York, N.Y. 10036
- FOR SALE - to members not belonging to New Issues Service. Colo 300 F & G @ 25¢ ea. and addressed envelope. = R.K. Frisbee - Box 19082 - Denver, Colo. 80219
- FOR SALE: a variety of foreign transportation tokens. List by request.
R. Van Kleeck - 327 School St. - Berlin, N.H. 03570
- NEEDED BADLY: A RIDE FROM CLEVELAND TO MINNEAPOLIS for the A.V.A. Convention (and return trip). Anyone driving past Cleveland on his way to Minneapolis for the convention, please write. I WILL SHARE EXPENSES AND DRIVING.
Larry G. Freeman - 2427 Torrington Avenue - Parma, Ohio 44134
- TRADE: Ga 630 A B C for any La 790 A or 810 C, or Miss 320 B or C, or 720 D. Will also consider to trade for any other token catalogued \$3.50 we can use in collection.
Lou Crawford - Box E - Long Beach, Miss. 39560
- TRADE FOR ANY 4 15¢ transp. tokens from your list of duplicates (my choice), your choice Mass 45 A, Nev 100 A or B or parking token Mass 3435 C.
George H. Wyatt - Skidmark Lane - Lunenburg, Mass. 01462

THE FARE BOX

A Monthly News-Letter for

Transportation Token Collectors

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Volume 21, Number 7

JULY, 1967

Our 241st Issue

ALFRED ODELL MORGAN

Odell Morgan, A.V.A. #480, of Midland, North Carolina, was one of our most active members. He ranged over the Carolinas searching for tokens, finding old hoards and new discoveries. He was a valuable member, a good friend, a fine person. He died June 22, aged 60.

The American Vecturist Association will meet in annual convention at the Curtis Hotel in Minneapolis, Minnesota, beginning Friday evening, August 4, and continuing through Sunday evening, August 6. It promises to be a large and exciting meeting, and we hope to see you all there. There will be displays, an auction, a banquet, a bus tour of the cities (with special token), lots of swapping and token talk, and a brief business session. The bus tour will leave from the hotel at 1 o'clock Sunday afternoon, and after the tour the Laflins and the Barnetts will host a picnic at the Barnetts' home, 5425 Portland Avenue South, in Minneapolis. Everyone is invited.

The July issue is always a small caretaker issue. This year it also happens to be the 20th anniversary issue of The Fare Box, which was founded in July, 1947, and we regret that such an important occasion cannot be marked with a more elaborate issue. We'll make up for it with the August issue. Because this is a limited issue, we were only able to publish a few ads this time, and had to exclude most of the "wanted" ads until next month. The August issue, with a full report of the Minneapolis Convention and all the ads you send it, will be mailed between September 15 and 20--very late--after the Editor returns to Boston. Until August 30, address mail to the Editor at 4104 Sixth Avenue - Tacoma, Wash. 98406. After that use the Boston address in the masthead, again. So you won't see us for the next seven weeks, more or less. We hope you miss us.



CALIFORNIA BUS LINES-CLARK AIR BASE (Philippines 700 C H I); These 2 tough tokens listed in January weren't distributed by N.I.S. I have a few sets available at \$2.50. Fifteen diff. British tokens \$2.50. Your want-list of foreign tokens will be given prompt attention. Have hundreds for sale or trade. Paying 10 times cat. for some pieces. What do you have for stock?
 J.M. Kotler - P.O. Box 248 - Glencoe, Ill. 60122

FOR TRADE: Mo 820 A B C for any TT's I need. Also have \$ size TT Kans 946 A for \$1 or trade; Kans 480 B for 35¢ or trade.
 Harold O. Hunt - 6503 N. Broadway - Kansas City, Mo. 64118

FOR SALE OR TRADE: Ind 690 A; Ohio 730 B D; Okla 550 C D. For trade only. C-10 260 L for any other token I can use.
 George H. Sanders - 1570 So. Quieto Ct. - Denver, Colo. 80122

FOR SALE: Norway 600 K M, 20¢ each; Sweden 510 E, 820 OE, 20¢ each; Denmark 160 B, 25¢; England 740 E, 50¢. Southport (England) area tokens 50 for \$5, 100 for \$10. Postpaid ship mail. Will also trade!
 Donald Capper - 14 Acresfield Avenue, Audenshaw - Manchester, England

Send up to 6 diff. TT's your choice and I'll send 6 diff. my choice.
 Joe Pernicano - 58 Sonia Lane - Brockton, Pa. 19008

One scarce Watertown-Brownville NY 945 E for 4 circulated Indian cents V.G. or better plus postage. Multiple trades accepted.
 J. Marshall English - 3500 24 Ave. No. - St. Petersburg, Fla. 33713

Will trade one of my new personal calling card tokens for yours.
 Elaine Willahan - 516 West 92 St. - Los Angeles, Calif. 90044

FOR TRADE for other U.S. TT's; Calif 320 I, 445 B, 450 J, 715 O; Haw 240 C.
 Lazear Israel - 936 S. Conesee Ave. - Los Angeles, Calif. 90036

CATALOGUE OF WORLD TRANS. TOKENS & PASSUS except North America, 1st Edition 1967 at \$5 either bound or unbound; please specify which. Order from:
 Kenneth E. Smith - 328 Avenue F - Redondo Beach, Calif. 90277

FOR TRADE: Calif 575 Aa; Md 60 I N; Neb 540 N; NY 780 B; Pa 515 B; Wis 510 E; Sweden 320 RD. Will trade for scarce tokens from Virginia.
 David E. Schenkman - P.O. Box 11164 - Norfolk, Va. 23517

FOR TRADE for U.S. TT's I need: Census Cardiff, Wales ferry token. Lists in new foreign cat. at \$6.00.
 Erick J. Miller - 3257 Idaho Lane - Costa Mesa, Calif. 92626

PUYALLUP-SUMMER STAGES tokens, Wash 860 A B, the pair for sale at \$1.25 and stamped addressed envelope. Order as many as you want before August 25.
 John M. Coffee, Jr. - 4104 Sixth Avenue - Tacoma, Wash. 98406

= APPLICATION FOR MEMBERSHIP =

969 IRENE KLUGMAN - BOX 7025, HYLAND STATION - MINNEAPOLIS, MINN. 55411
 Age 40; Housekeeper. Collects all types. (Mazeau)

REINSTATEMENTS TO MEMBERSHIP

69 Dr. M.M. Erick - 1426 Market Street - Harrisburg, Pennsylvania 17103
 902 Paul W. Stewart - 3356 Leyden - Denver, Colorado 80207
 623 Morace F. Wall - 640 A Monroe Street - Brooklyn, New York 11221

CHANGE OF ADDRESS (* indicates a contribution to pay for address plate)

Dr. George J. Guld - 5929 Western Park Drive - Baltimore, Md. 21209
 * Roy L. Irvin - 1630 Steves Avenue - San Antonio, Texas 78210
 * Robert W. Kubach - 4675 Eagle Rock Blvd. (Apt 4) - Los Angeles, Ca. 90041
 * Julius A. Kurtz - 1913 10th Ave. South - Minneapolis, Minn. 55404
 * Sherman A. Mahan - 215 S. 4th St. (Apt 9) - Yakima, Wash. 98901
 * Gerald B. Perkins, Jr. - 817 Prospect St. - Lansing, Mich. 48912
 * Charles H. Runyon - RFD 1, Box 12 - Sugar Grove, Illinois 60554
 * Henry C. Schuman - 2322 S.E. 6th - Des Moines, Iowa 50315
 * Arthur E. Smith - 830 San Pedro Street - Ventura California 93003
 * Edward W. Smith - 830 San Pedro Street - Ventura, California 93003

= THE SUMMER VECTURIST =

Things are always slower during the summer. They needn't be, because ours is as much an outdoor hobby as an indoors one. The outdoors part comes when you get out and search for tokens at the source. But not many of us do this. The Editor crossed the continent again, renewing some old acquaintances. After taking the overnight train from Boston to Washington, I spent the day with D. Meade Peebles, who served as co-Editor of The Fare Box from January through August, 1949. Meade was probably the most active collector in the country, next to Roland Atwood himself, back in those days. He sold his collection to Max Schwartz, but I learned that he still has a box of old tokens, many of them quite scarce.

After taking the Chesapeake & Ohio RR overnight train (and watching a first-run movie right on the train!) to Cincinnati, I spent a day in that city, exploring and riding around. Cincinnati is one of the most interesting cities in America. I spent the morning with Mr. Clifford Stegman, President of Osborne Coinage Company. Osborne Coinage Co. is the direct descendant of such famous old firms as Murdock & Spencer, James Murdock Jr., and John Stanton, who struck many early transportation tokens (see Ohio 165 I-M and O-P). Osborne is now a very large operation. Last year they struck 7,500,000 more subway tokens for New York City. It was they who struck the PATH tokens of New York City, and the recent large race track subway token for that city, as well as the Alameda-Contra Costa tokens of Oakland, Calif. During the War they struck most of the OPA tokens, and at their peak they ground out 80 million of them a day, using 1,300 employees. They produced over two billion of them all told. The original Murdock firm was founded in 1835. In 1920 Murdock was bought out by Wylie Osborne, who changed the name of the firm to Osborne Register Company, or "ORCo." They struck hundreds of varieties of coal mine tokens during the 1920's and early 1930's, many of which have the "Orco" monogram on them. It was a fascinating visit, and Mr. Stegman gave me a few samples of the work they do--but not, unfortunately, any old transportation tokens. They don't have any of these left on the premises (which is just as well).

I walked down Race Street to find number 165, the site of James Murdock Jr.'s famous firm. But lower Race Street has been bulldozed down for a modern freeway along the Ohio River. No trace of the oldest part of Cincinnati is left now. I rode buses all over town to visit the places mentioned on old tokens: Walnut Hills, College Hill, Price Hill. Price Hill is so-named because of the inclined plane which once operated there, and which used tokens 165 O and P. I visited coin and junk shops, but the only good tokens I found were two Ky 520 A in an old junk shop for 50¢ each, which was cheap enough for \$7.50 tokens.

Across the river in Covington, Ky., I walked over to the Booth Memorial Hospital whose parking tokens, I had been told, were impossible to get. The attendant on the lot was happy to sell me as many as I wanted at 25¢ each, and I found an entirely new type being used along with the older one. Only bought 3 sets, but now I realize I should have got dozens of them, as nearly everyone needs them, and the hospital won't mail them out.

The following day I took the morning train to Chicago (one car had to be disconnected from the train at Indianapolis because of a hot box) and was met there by Joe Kotler. That evening we had a Twentieth Anniversary Party for The Fare Box--complete with inscribed cake--at Joe's beautiful new home in Glencoe, attended by most of the Chicago Area AVA members, and talked tokens long after midnight. Enjoyed looking at the thousands of old picture postcards showing streetcars owned by Grant Schmalgemeier. (He owns the cards, not the streetcars.) Next day Joe and I rode the Skokie Swift, and examined Chicago from the roof of a 60-storey apartment house with Steve Bezark (his parents live there).

I left Chicago that afternoon via the Santa Fe RR, and arrived in Oakland, Calif., two days later, where I was met by Harold and Louise Ford, with whom I spent a week. On Sunday, July 2, we had a meeting of the new transportation token club of the Bay Area, at the Oakland YMCA. Among those present that I remember were Mr. & Mrs. Manuel Ezidro, Mr. & Mrs. Robert Veldman, Frank Hicks, Herb McCann, John Trembley, John Nicolosi, Duane Feisel, Steve Album, Ralph Freiberg, Harold Ford, John Reynolds, and myself. 'Twas a delightful meeting with plenty of refreshments. Later the Fords and I drove down to Palo Alto for dinner with Duane & Shannon Feisel in their magnificent home there, atop a hill with a view for miles. It even has an automatic waterfall that goes on and off with the flick of a switch (only in California!) There we admired some of the rarities Duane acquired when he purchased the Schwartz collection, as well as his excellent collection of military tokens. The night before I left, Harold and I visited Steve Album's apartment in Oakland, which is an adventure in itself. Coins and tokens on every table, on the floor, on the bed, in the kitchen! Steve is a walking encyclopedia of information about coins and California. While there, I asked Steve to describe his recent good fortune in finding the second known specimen of Tex 810 B, one of the ancient classics. This is how he described it:

"Back a few months I was hitting the coin chops in Orange County, Calif., searching for tokens, Islamic coins, ancients, and foreign coins I collect. In a Santa Ana coin shop I espied an uncirculated 50 pennia of Finland, 1892, on a bid board, a coin I needed for my set. It was on top of a little package of coins as a lot, with a \$1 minimum. As it had been up on the board for several weeks, the dealer let me have the lot for the \$1 minimum. So I bought it, and lo and behold, one of the coins behind it in the plastic envelope (part of the lot) was a Tex 810 B!"

After arriving in Tacoma I found a pile of mail awaiting me, including a letter from Michael Jorgensen of Hastings, Nebr. Michael is the new secretary of the "Midwest Vecturist Association," just formed, with J. Roger Bolz as President and Mrs. Elaine Swanson as Vice-President. This new society will hold its next meeting September 10 at Mrs. Swanson's home, 4402 Chicago - Omaha, Nebr. Anyone wishing to be a charter member may join by sending \$3 dues to Michael Jorgensen at 525 So. Lexington - Hastings, Nebr. 68901. Michael also informed me, for the New Finds Dept., that he has just picked up Nebr 540 F, the second one known (your Editor has the other one), and one of the most desirable of all transportation tokens.

Other correspondence included a few brief but interesting articles which will go into the August issue, and a note from John Mackie stating that the G.A.R. National Encampment was held in Denver on Sept. 16-21, 1928, which would date the item reported by Mr. Brandenburg in the May Fare Box.

John Nicolosi informs us that Dr. Thomas O. Young of Duluth has been in hospital since December, and would like to hear from any member who cares to write him at Miller Memorial Hospital, 504 E. 2nd St. Duluth, Minn. 55805. Dr. Young is an old collector of many years.

On our travels we've learned that many more collectors are making personal tokens, and a collection of them becomes more and more interesting. We expect a number of them to be available at the Minneapolis Convention. This Fall we'll issue a supplement to the listing. If you have issued one that's not listed, the Editor would appreciate receiving one. We also understand that one Canadian collector has issued 325 different parking tokens for a lot he owns! On that interesting piece of intelligence, we'll stop for now, and hope to see you at the Minneapolis Convention August 4-6, or the 20th Anniversary Banquet of the Seattle Transportation Token Club, late in August.

CALIFORNIA

San Diego 745 (Reported by John G. Nicolosi)
SAN DIEGO STREET CAR CO
10 Cc 23 Ch Childs Ticket Half Fare

\$5.00

MICHIGAN

Kalamazoo 530 (Reported by Robert Kelley)
DEPT. OF TRANSP. KALAMAZOO, MICH.
1 B 23 K Good For One Fare (*2/4/67)
1 B 16 K " " " " " "

.25

.15

MISSOURI

Patterns 998 (Reported by Harold O. Hunt)
1 Z 23 Bar (same as Mo 820 D but zinc instead of steel)

UNIDENTIFIED

(Reported by Duane H. Feisel)
DAVID REYNOLDS FERRY GOOD FOR ONE FOOT PASSENGER
.20 Ve 25 Sd (blank)

CANADA - NOVA SCOTIA

Dartmouth 100 (Reported by New Issues Service)
CITY OF DARTMOUTH FERRY ADULT FARE
4 A 24 Sd (same as obverse)

.15

(To be used when turnstiles are installed, about August 1, 1967,
on a ferry operating between Dartmouth and Halifax.)

ONTARIO, Patterns 998 (Reported by Alan T.C. Weighell)

1 B 22 Sd (Like 998 A but brass instead of white metal)

QUEBEC, Patterns 998 (Reported by Barry Uman)

1 MM 20 Sd (Like 460 A, but white metal instead of brass)

= NOTES BY RALPH FREIBERG =

John Nicolosi purchased the old San Diego token for next to nothing at an Oakland flea market, which proves that you never know where or when a rare old token will show up!

Kalamazoo formerly was served by National City Lines under a lease agreement with the City. Finally, on December 31, 1966, National City Lines wanted to discontinue and the City of Kalamazoo took over on January 1, 1967. From that date until they received their new tokens on February 4, 1967, a punch card was used. The National City Lines also used 16mm tokens the past few years, for student fares, but these were simply various other 16mm tokens from other systems operated by National City Lines all over the country. The new tokens do not say anything about school fare on either one of them, but in this case the 16mm token is the school fare. It took Mr. Nicolosi considerable correspondence to convince Kalamazoo that they ought to sell us enough for the New Issues Service, but they finally consented and we have them now.

The unidentified token was obtained by Mr. Feisel in western Pennsylvania, and as it is the same type of token as those used for various bridges in that area, we suspect it is a Pennsylvania token. Probably about ninety years old. Does the name on it mean anything to any of our readers?

The Dartmouth ferry token had been reported to us by various people, including Mrs. King and Mr. Ferguson. It also was described in Coin World. It was Mr. Ferguson who said it should be listed from Dartmouth. It's an unusually thick token, about 2½mm thick.

= JULY SUPPLEMENT TO THE CATALOGUE OF WORLD TRANSPORTATION TOKENS =
By Kenneth E. Smith

Some AVA members are puzzled as to why tokens from towns presently in Poland are listed under Germany, and not Poland. This is done because it is common practise to list coins under the country issuing them at the time they were issued. Then the tokens in question were issued, the towns were part of Germany, although since World War II, they have become part of Poland. The borders of European countries have changed often, and rather than keep changing our listings to keep up with current borders, we simply shall list tokens from the country that issued them.

GERMANY

<u>Bromberg</u>		170	(Reported by Les Hawthorne)		
			BROMBERGER STRASSENBAHN (STREETCAR)		
B o A	Oc Sd		Bromberger Strassenbahn (winged wheel)(20mm)		\$1.00
<u>Dusseldorf</u>		295	(Reported by Charles Heaton)		
			RHEINISCHEBAHN-GESELLSCHAFT WERT-MARKE 50 DUESSELDORF 1924		
H o B	23 Sd		Jan-'ellem-Denkmal (statue)		.50
I o B	23 Sd		Rheinbrücke (scene)		.50
<u>Eberswalde</u>		302	(Reported by C. Heaton)		
			STADTISCHE STRASSENBAHN EBERSWALDE 10		
A o Z	Ov Sd	10	(24x18mm)		1.00
(This was 302YA on page 252 with full description)					
<u>Hildesheim</u>		410	(Reported by J.M. Kotler)		
			STRASSENBAHN HILDESHEIM KINDER		
J o S	Sq Sd		(same as obverse)(24mm)(rounded corners)		.50
<u>Schleswig</u>		815	(Reported by C. Heaton)(J reported by R.M. Brown)		
			STRASSENBAHN DER STADT SCHLESWIG (STREETCAR)		
H o Z	24 Pc		(like F but a 6mm hole removing "gut fur")		.50
			STADT STRASSENBAHN SCHLESWIG (STREETCAR)		
I o Z	Oc Sd		(blank)(19mm)		.50
			SCHLESWIG (STREETCAR)		
J o A	19 Sd		Gut fur 1 Fahrt auf Widerruf		.50
<u>Thorn</u>		860	(Reported by J.M. Kotler)(Thorn is now called Torun, Poland)		
			ZAHL-MARKE DER OMNIBUS-GESELLSCHAFT MOCKER		
B o B	20 Sd	15	Pfennige (Mocker is a suburb of Torun)		1.00

Remember when you report new discoveries to be sure to send rubbings or photographs. This is essential to insure accurate listings.

KENNETH E. SMITH - 328 AVENUE F - REDONDO BEACH, CALIFORNIA 90277

= JULY NEW ISSUES SERVICE REPORT =
By John G. Nicolosi

This month we're sending you Mich 530 N O, thanks to Mr. R. Kelley for the lead on these two. Also will send you a 3rd token, Nova Scotia 100 M, if I get them in time. These will go to all members, Regular and Associate. A couple more are in view next month. I appreciate any leads members can pass along, especially in getting tokens for us from companies, as it lightens the load a bit! Only sent out 37 tokens the past 12 months.

= JULY SUPPLEMENT TO FEISEL'S CATALOGUE OF PARKING TOKENS =
By Duane H. Feisel

KANSAS

Pratt 3830 (Reported by J.L. Hargett)
OAKLAND GARAGE PRATT, KANSAS.
A o B 26 Sd Good For One Night's Storage \$5.00

MARYLAND

Pocomoke City 3760 (Reported by Sam Ruggeri)
POCOMOKE CITY, MARYLAND
A B 23 Sd (same as obverse)(5/3/67-) .25

NEW YORK

Oneonta 3685 (Reported by Ruggeri)
SAMSON FLOORS OF ONEONTA, N.Y. 5 FORD AVE.
A B 25 Sd Customer Parking Token .25

Plattsburg 3735 (Reported by Roy I. Scott, Jr.)
FEDERAL SAVINGS (GATE)

B Bz 25 Sd Ames Furniture (gate) .25

NORTH CAROLINA

Boone 3110 (Reported by Ruggeri)
THE NORTHWESTERN BANK BOONE, N.C.
A B 23 Sd Customer Exit Token .25

NORTH DAKOTA

Grand Forks 3320 (Reported by Harry Sailor)
GIBBS A & W DRIVE IN
B B 23 Sd A & W Grand Forks North Dakota (2/1/67-) .15

WISCONSIN

Waukesha 3930 (Reported by A.H. Erickson)
AVALON MOTOR HOTEL WAUKESHA, WIS.
A B 25 Sd Parking (8/19/66-) .25

ADDITIONS AND CORRECTIONS

Mo 3910 I: add variety description (reported 5/67)
(R: Upright of E in PURCHASE points up to...)
a. (center of S)
b. (base of S)

NY 3425 A: add variety description (reported 5/67)
(O&R: Period after A in W.C.A. is aligned...)
a. (between TA)
b. (directly above apex of A)

Man 3998 B: listing in bronze 5/67 is probably same as previous listing of Man 3998 B
in copper 2/67; delete listing of 5/67.

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

Heading the list of new reports for this month is an old token that may well be our earliest parking token. Mr. Hargett has done a lot of exploring relative to this token and the following information is obtained from his report. There are two hotels located at the intersection of 4th and Main Streets in Pratt. A Mr. Lester Hunt

operated an automobile agency nearby on 4th Street, and while no information has been found to indicate that this was the Oakland Garage, upstairs apartments in the building are known as the Oakland Apartments. According to some of the old timers in Pratt who claimed to have been travelling men in years past, persons staying overnight at either of the hotels mentioned before could park their cars at the Oakland Garage. The token was given out by the hotel clerks to be passed along to the garage attendant when taking the car out of storage. I believe Mr. Hargett was able to obtain the token for his collections, but he was unable to locate any others.

In Pocomoke City the token is used only in a gate-controlled parking lot operated by the city; street meters continue to require the use of coins. A note from the city manager on my inquiry and request for the token mentioned that "your token is the first one sold to the public." I was able to obtain one token by sending a quarter, but they were not available to me in quantity.

The Samson Floor token is used in a gate-controlled parking lot owned by the store.

The new Plattsburg token carries the style gate which is on the relatively new Parcoa reverse E. The furniture store will not send out any tokens as the parking lot is owned by the bank, and the bank returned my inquiry and cash enclosure with no comment.

Another difficult place is the Northwestern Bank in Boone, N.C. They apparently have a gate-controlled lot for use by patrons of the bank. The bank was not willing to send me even one of their tokens.

The token for Gibbs A & W Drive In is given free to customers to permit exit from the gate-controlled parking lot. The purpose of the gate is to restrict use of the lot to customers of the Drive In.

Parking in the gate-controlled lot for the Avalon Motor Hotel requires 50¢ cash or two tokens for exit from the lot. Two tokens are given to overnight guests and to patrons of the dining room.

Members of PTNIS will receive NY 3685 A, ND 3320 B and Wis 3930 A from the listing this month. Thanks to Harry Sailor for putting in a good word with the operator of Gibbs A & W Drive In which allowed me to buy a quantity of tokens. Thanks also go to A.H. Erickson for purchasing a supply of the Avalon Motor Hotel tokens for PTNIS. By the way, several openings in PTNIS membership are still available.

Sam Ruggeri sends along information he received from the Traffic Department in Sioux City, Iowa, relative to Ia 3850 A: "Parking meters were first installed in the City of Sioux City in the early part of 1930. After several years these were removed. It is not known whether parking tokens were used at that time. In 1947 our present parking meters were installed and in 1948 a small number of the tokens which you described were found in these meters. No one at that time could determine where these tokens came from. They were not to our knowledge issued by the City of Sioux City." Can anyone provide any additional information?

= CORVALLIS, OREGON =

John Wilcox wrote to Mr. Dan Hiller, former owner of the bus line in Corvallis for some tokens, and back came some tokens along with the following letter:

"Here are a few tokens used for years from 1929 to 1959. Round ones were painted so as to show up better at night in the fare box, so as not to confuse with copper pennies. Our service ended in the summer of 1959 after 30 years of service in this city. Started on a shoe string, went up to \$35,000 value in World War II. Then in postwar years there came the cars and more cars, and we went down to practically being bankrupt. We have sold many tokens to collectors over the many years, even to some in England, France, and Canada. I still have a few hundred left out of the many thousands we bought over the 30 years."

Mr. Hiller sent Mr. Wilcox Ore 160 D E F and L. Collectors who might want to purchase they can try their luck with Mr. Hiller, whose address is 3112 Johnson St., Corvallis, Oregon 97330.

THE FARE BOX

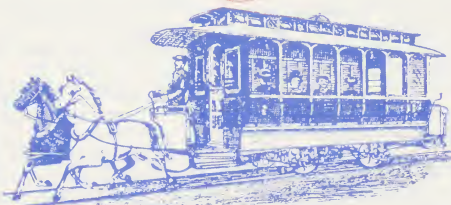
A Monthly News-Letter for



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VOLUME 21; NUMBER 8

AUGUST, 1967

OUR 242nd ISSUE

We said it would be a long time between the July and August issues, and you can see we were right. This issue is up to date as of September 18. The September issue will follow, we hope, in a couple of weeks. So send us your ads and articles immediately for that issue. We especially want your ads, so don't be reticent about advertising in *The Fare Box*. Remember, any member may insert an ad free of charge in each issue, if desired. Up to 6 lines. Just remember to put it on a separate piece of paper with your name & address; don't repeat the same ad in two consecutive issues, and don't include current tokens or tokens catalogued at less than 25¢ in auctions.

The Minneapolis Convention has come and gone, and it was one of our finest. The minutes are inside this issue, but they don't begin to tell the whole story. Collectors began gathering early on Friday, August 4, in the big, light, Solarium Room of the Curtis Hotel. By early afternoon, there was a good crowd gathered in there, and much swapping, buying, and selling, was going on. Joe Allis had set up his magnificent display of vulcanite & celluloid tokens, all in very elaborate glass cases. We are grateful to Joe for taking the trouble to carry this collection with him to conventions, for it gives the rest of us a chance to view many rare tokens which otherwise we would probably never get to see at all. In addition to the hundreds of rare transportation tokens in celluloid & vulcanite, Joe has some interesting vulcanite trade checks, time tables, meal checks, and gambling chips from old Mississippi River steamboats (including the famous "Robert E. Lee") and some old Klondike dives along the Yukon!

One amusing incident involved a strange-looking little token inscribed simply "TC." Local coin dealers had been selling these at \$2.00 each, solemnly declaring that they were transportation tokens once used on special buses out to some military installation. Ralph Freiberg, however, took it all with a grain of salt, and resisted importunements by several collectors that he promptly list the token in the Catalogue. "You have to prove it!" he insisted. While the boys were still nagging him, some of them went into the hotel news stand and bought cokes. The sales lady told them if they wanted to take the bottles out, they'd have to pay 5¢ deposit. Which they did. She then handed each of them a token as proof of their payment of 5¢ deposit, which must be surrendered when returning the bottle in order to regain your nickel. And what was the nickel token she gave them? Why, none other than the "rare transportation token used on special buses" etc. The moral of this episode is further verification, if any is needed, that we shouldn't rush into the catalogue



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with listings of tokens simply on the say-so of coin dealers who have their own reasons to move things from the bottle-deposit category to the transportation category.

The following morning the business session went quickly and amicably, and after the brief afternoon session we had the floor auction, ably run by Quincy Laflin who was assisted by your Editor who did the calling. The prices realized appear elsewhere in this issue. There were no spectacular tokens in the auction, but it was a lot of fun, and some of the prices brought were higher than we expected.

The banquet was one of the best we've ever had. The banquet speaker was the best we've ever had. Professor George W. Hilton, Professor of Economics at the University of California, is one of the country's leading authorities on transportation. He was appointed by President Johnson in 1964 as head of his Task Force on Urban Transportation. He has authored several excellent books on the history of transit, and his latest endeavor in this line is a forthcoming opus on the cable cars of America. Professor Hilton is thorough. He was walked the length of every cable car line in the United States, and studied every inch of the routes. His talk was amusing and educational, albeit his view of cable car systems is that they were wasteful and plagued with problems, and that cities that never had them were fortunate. Indeed, his general views on transportation are not such as to warm the heart of any trolley or rail fan, for he advocates the elimination of passenger trains, believes rapid transit (such as that being constructed in the San Francisco Bay Area) is futile and wasteful, and seems to think the best solution to our transportation difficulties is to build more parking lots and freeways. All the same, it's hard to argue with him because he knows more about it than all the rest of us put together, and presents his arguments cleverly, brilliantly, and with great good humor. We loved him and his talk on cable cars, and plied him with questions, afterwards.

Professor Hilton's talk was followed by a film which Mrs. Barnett had ordered from the firm that built the Montreal Subway System. It was supposed to be all about the new rapid transit system in Montreal. Unfortunately, the wrong film was sent, and so we all spent 30 minutes watching and listening to the roar of hot rod racers. Still, it was a fascinating film, and it was surprising to learn that some of those things can go from 0 to 100 in about 5 seconds!

Following that, Joe Allis showed his excellent slides of previous conventions, and Joe Kotler's excellent slides of rare, mostly foreign, transportation tokens.

Sunday we took a long and comprehensive bus tour of the Twin Cities, made more interesting by a good old-fashioned Midwestern dumpour which, happily, abated just in time for the picnic at the Barnetts. Returning to the hotel--whose basement was flooded by the rainfall--we went out to the Barnetts in private cars, where we had the most wonderful buffet-style picnic dinner any group has ever been treated to. For this feast, we are indebted to Mrs. Laflin and Mrs. Barnett, who stayed up all the previous night cooking for us. It's probably just as well Dan DiMichael didn't get to this convention, because Dan likes to eat, and he probably would have gained back the 50 pounds he has dieted off since the previous convention in Minneapolis! The dinner was followed by a slide-showing by Tex Barnett, well into the night, and later on, back at the hotel, a few of us sat up until about 3 A.M. in the lobby.

It was a great convention. Many who attended said it was the best convention of any sort they had ever attended. Those of you who missed it have this consolation, though: there's always next year.

The Editor returned to Tacoma via the Vista Domed "North Coast Limited," operated by the Northern Pacific Railway, probably the finest passenger train still operating in America. Incidentally, the day after the convention, Ralph Freiberg and I rode over to St. Paul from Minneapolis via the Vista Domed Burlington Zephyr for a cost of 32¢ (costs 50¢ on city buses), and returned via the Milwaukee RR "Hiawatha." It's a good way to travel. Back in Washington State, I attended the 20th Anniversary Banquet of the Seattle Transportation Token Club held at an excellent restaurant operated by Mary Lake's daughter. We had about 26 present, and the food was very good, in keeping with the importance of the occasion. There I learned some more about the recent unfortunate dilemma of the American Numismatic Association which had transpired at their Miami Convention.

Returning to Boston via Chicago, I was met by Joe Kotler and Grant Schmalgemeier and we went out to Elgin and rode a 1908 vintage open car on Allan Williams' trolley museum. It had been a good summer, all around.

Minutes of the Meeting

The 17th Annual Convention of the American Vecturist Association was called to order by Cyril Svobodny, Minneapolis Club president and master of ceremonies, at 10:45 a.m., Saturday, August 5, 1967, in the Solarium Room of the Curtis Hotel in Minneapolis, Minnesota. A total of 46 members registered for the convention, as follows:

Mrs. Mary Allen, Joseph Allis, Bert Baker, Floyd & Martha Barnett, Paul Biery, Bob & Anna Butler, Dorothea Case, J.A.W. Cassidy, Harold Chesney, John Coffee, Butch Crockett, Robert Dewey, Alexander Erickson, Alexander Faubert, Duane Feisel, Harold Ford, Ralph Freiberg, R.K. Frisbee, J.L. Hargett, Roy Irwin, Gerald Johnson, Robert Kelley, Irene Klugman, Bob Knobloch, Joseph Mark Kotler, Julius Kurtz, Quincy Laflin, Larry Linke, William Marquand, Charles Max, Joseph Oda, Harry Sailor, Grant Schmalgemeier, Harold Spindler, Harry Strough, Cy Svobodny, Walter Sweet, Ed Vickers (who did not show up in person, however), Frank Vyzralek, Nan Wilson, Gordon Wold, Gordon Yowell, Fred Zell, and James Zervas.

In addition to the above-named members, the following were also present:

L.F. Booker, Mrs. Cassidy, Mrs. Chesney, Mrs. Faubert, A. Felt, G. Gruss, Professor Hilton and father, Mrs. Gerald Johnson, Mrs. Laflin, Margie & Phyllis Lebal, Mrs. Max, Mrs. Oda and son Patrick, Mike O'Hara of Seattle, Dick Prosser, Mrs. Schmalgemeier, James Strong, Mrs. Strough, Mrs. Sweet and daughter, and Steve Wilson. Two of these guests applied for membership during the convention.

The list represents the following states in addition to Canada: California, Colorado, Hawaii, Illinois, Massachusetts, Michigan, Minnesota, New York, North Dakota, Ohio, Oklahoma, Pennsylvania, Texas, Washington, and Wisconsin.

After a word of welcome to the Twin Cities by Cy Svobodny, he read greetings from several A.V.A. members who were not able to attend the convention in person. The meeting was then turned over to Duane Feisel, President of the A.V.A., who called on Harold Chesney, Curator of the Minneapolis Club, to lead the invocation.

Nan Wilson of the Minneapolis Club was appointed Acting Secretary in the absence of Donald Mazeau, to take the minutes of the meeting.

Mr. Feisel then appointed the following committees: Auditing Committee (Harold Ford, Chairman; Harry Strough; Mary Allen); Election Committee (Paul Biery, Chairman; Joseph Allis; Roy Irwin); Resolutions Committee (J.A.W. Cassidy, chairman; Joseph Kotler; Alexander Erickson).

The Treasurer's Report was read by R.K. Frisbee, and duly accepted on motion by Faubert, seconded by Kurtz.

The Secretary's Report stated that as of July 31, 1967, there were 580 members of the Association. Of these 19 are junior members, 68 life members. This figure represented a net gain of 31 since the report to the 1966 convention. The previous year, 1966, had shown a net gain of 112 over 1965, however. Since the 1966 report, 88 applications had been processed (156 during the previous year). The report added that the more modest gains represented a continuing loss of interest in numismatics in general which, however, has affected transportation token collecting far less than other branches of the science. The report concluded with the Secretary's statement of satisfaction upon the beginning of his 6th year of service in his post, and his gratitude for the membership's faith in him during this period. (This report was not read during the convention because of a mix-up, but was later appended to the minutes.)

Mr. Coffee then presented his financial statement on operations of THE FARE BOX, stating that the publication had finished the first half of 1967 with a \$300 surplus, and he expressed his thanks to those generous members who include 25¢ when they report an address-change. He also expressed gratitude to the many members who have contributed information, articles, and friendly advice.

Mr. Coffee also presented his financial report for the Catalogue Committee, and said there was enough money in the fund now to finance a much more elaborate catalogue by the end of 1968, including hundreds of photographs. Some discussion followed about re-numbering the tokens under cities in the new catalogue, and also about the width of margins on the insides of the pages. Mr. Coffee said the margin-width had been a printer's error and he would see that it was not repeated. He also spoke the common feeling of the entire Catalogue Committee that, because many old tokens

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are still turning up, it is still necessary sometimes to rearrange the listings of tokens under cities, to avoid having old tokens listed after current tokens. He said that he conceived of the Atwood book as a catalogue in the most scholarly sense of the term, and not merely a list of known tokens. In this sense, he said, chronological order is essential even though it means some extra work for those members who must renumber their envelopes.

Duane Feisel reported that he plans a new parking token catalogue also, but will coordinate its publication in such a way as not to conflict with the new edition of the Atwood Catalogue. The Catalogue Committee report was accepted on motion by Schmalgemeier, seconded by Irwin.

Mr. Laflin then read a report on the Foreign Catalogue, sent in by Kenneth E. Smith. On motion by Kurtz, seconded by Dorothea Case, this report was accepted and referred to the Resolutions Committee.

Discussion ensued relative to the site of the 1968 A.V.A. Convention, and mention was made of Mr. Irwin's invitation on behalf of San Antonio, Texas, to coincide with "Hemis Fair 68" scheduled next year...and of invitations from Calgary, Alberta, and San Francisco, California. Mr. Zell invited the convention to Philadelphia for 1969. It being the constitutional prerogative of the Executive Committee to choose the time and place of conventions, the discussion went no farther.

There being no other old business, the meeting was adjourned for lunch, on motion by Mr. Coffee, at 11:50 a.m., until 1:00 p.m.

The meeting was called to order for its second session at 1:00 p.m. by Mr. Feisel, who called for the committee reports.

The Election Committee reported that all present officers having been renominated, and no other nominations having been received, they are automatically reelected. So the officers for 1967-68 will be DUANE H. FEISEL, President; RALPH HINDE, Vice-President; DONALD N. MAZEAU, Secretary; R.K. FRISBEE, Treasurer; SAM RABINOWITZ, Curator. Mr. DiMichael continues as a member of the Executive Board as Immediate Past President, and Mr. Coffee continues, ex officio, as a member of the Board in accordance with constitutional provisions.

Harold Ford reported for the Auditing Committee that all reports were in order, and this report was accepted on motion by Kurtz, seconded by Faubert.

Mr. Cassidy reported for the Resolutions Committee, beginning with a special expression of gratitude to the Twin Cities members for their labors to make the convention a success, and especially to Mrs. Barnett, Convention Chairman. Special thanks were also extended to the Association officers, and to Mr. Coffee, for their work on behalf of the organization. The Resolutions Committee then reported on the various resolutions which had been referred to it for recommendations. With respect to Harold Ford's resolution to drop A.V.A. corporate membership in the American Numismatic Association, it was decided to recommend that we remain a member of the ANA, but approach that society with regard to a membership, or publication, exchange. If the A.N.A. is not interested in this arrangement, it was recommended that our membership in the A.N.A. be dropped next year. With respect to Kenneth Smith's resolution that he be given 3 pages in every issue of The Fare Box for foreign token supplements, it was recommended that this is a matter for the discretion of the Editor of The Fare Box. However, it was hoped that, when possible, additional space be made available for foreign supplements. On motion by Biery, seconded by Schmalgemeier, it was voted to accept the report of the Resolutions Committee.

There being no further business, a motion was made by Mr. Kurtz, seconded by Mr. Irwin, to adjourn the convention. Motion carried, and the 17th Annual Convention was adjourned at 1:30 p.m., and the tables were cleared for the floor auction which, it was announced, in the absence of Larry Freeman, would be called by John Coffee.

Respectfully submitted,

NATALIE J. WILSON, Acting Secretary

The above minutes were slightly revised and edited by the Editor of The Fare Box.

= PRICES REALIZED AT THE A.V.A. CONVENTION FLOOR AUCTION =

Ark 975 A	\$0.60	480 FR	\$2.90	720 LC	\$1.50	China 720 E	\$1.00
Md 60 AK	.50	480 FU	3.00	720 MC	1.90	Denmark 10 BI	NB
Md 60 V	2.60	480 FV	3.40	720 ME	1.90	Denmark 10 BL	1.00
Md 60 AL	.80	480 GX	3.40	720 MI	3.50	Germany 210 D	1.10
Pa 870 A	.35	480 BZ	3.40	Alabama 750 B	2.60	Germany 290 F	4.00
Pa 775 B	.35	480 HE	3.50	Alaska 300 E	.55	Germany 480 C	2.00
Guam 25 A	10.00	480 HF	3.40	Alaska 450 H	.35	Italy 120 B	.75
Ont 325 C	NB	480 KD	2.50	Fla 380 H	3.00	Phil. 500 A	6.25
Calif 575 Ab	NB	480 KJ	2.90	Ill 795 A	3.25	S. Africa 160 D	1.00
NJ 250 A	1.90	480 KM	3.00	Kans 480 A	.85	S. Africa 160 AB	1.20
Mass 115 A	NB	480 KP	3.60	Kans 480 C	.80	S. Africa 160 AH	1.10
Me 480 B	NB	480 KS	3.70	Kans 820 I	.65	S. Africa 160 CB	2.00
Md 60 J	2.00	480 LD	3.60	Mass 660 B	.80	Turkey 400 M	5.00
Pa 15 E	5.25	480 LG	3.30	Minn 50 L	.85	Pa 997 A,B,C @	2.25
Pa 3120 D	2.25	480 LJ	2.45	Neb 540 O	.55	Pa 997 D,E,F @	2.25
Pa 3725 A	3.75	480 LP	3.10	NY 630 AO	.30	Pa 997 G,H,I @	2.25
Pa 997 A	NB	480 MC	3.10	Ohio 165 AF	.30	Pa 997 J,K @	2.25
Pa 997 B	NB	720 KC	1.85	Ohio 230 X	1.10	Pa 997 L	5.75
Pa 997 F	NB	720 KE	1.80	Ohio 440 C	1.10	Pa 997 M,N,O @	2.25
Pa 997 G	NB	720 KF	4.00	Ohio 990 A	1.10	Pa 997 P	2.25
Pa 997 I	NB	720 KG	1.55	Ore 700 I	.30	Pa 997 Q	10.50
Pa 997 M	NB	720 KH	4.00	Pa 70 A	.20	Minn 730 C	6.25
Pa 997 N	NB	720 KI	1.55	Pa 515 B	3.25	N.M. 900 A	4.20
Pa 997 O	NB	720 KK	1.85	Pa 775 A	.55	Ind 90 A	1.00
Minn 790 A	10.00	720 KL	4.00	Va 600 F	.35	Ky 510 O	5.00
Mich 3930 D	.35	720 KM	1.16	Va 600 I	.45	Wisc 410 C	21.00
Neb 3700 D	.65	720 KN	4.00	Va 600 J	.45	Wisc 410 E	7.00
Pa 3765 H	.25	720 KO	2.00	Wash 780 S	.35		
Wis 3510 X	.50	720 KP	4.00	Calif 575 Ab	3.50		
ALL AUSTRALIA:		720 KU	2.10	Pa 320 A	NB		
480 EJ	3.50	720 KV	4.00	Pa 725 C	6.00		
480 FM	3.30	720 KW	1.80	Quebec 620 I	NB		
480 FQ	3.20	720 KX	4.00				

(In cases where the letters NB are found instead of a figure, this indicates "No Bid." This was because the Minimum Reserve Bid was too high. For instance, the minimum bid on Me 480 B was \$30.00; that on Mass 115 A was \$20.00; that on Quebec 620 I was \$90.00.)

= AUGUST NEW ISSUES SERVICE REPORT =

By John G. Nicolosi

All N.I.S. members will receive the handsome A.V.A. Convention token. You'll also receive the very nice Boy Scout token from Colorado Springs, our thanks to Ed Rochette, Editor of THE NUMISMATIST, for making these available to us. Also all members on our list for foreign will receive two nice tokens from Denmark, 160 E F, and our usual thanks to Joe Kotler for these. And you will receive Ark 435 L; I regret we don't have enough M to send out. All regular and most associate members will receive the Hot Springs token.

Mr. Kotler informs me that Denmark 160 E was first used April 1, 1967, by Copenhagen Tramways. No information yet on 160 F, however.

It's getting around to school time again, so keep your eyes peeled for new school tokens in your communities. I appreciate any help you can give me in obtaining new issues of school tokens (as well as any other unlisted new issues of course).

This month we welcome Harold Don Allen as a new regular member of the New Issues Service.

FOR SALE: Miss 460 K and Lb at 25¢ each, plus stamped envelope.

Ralph W. Winant - 500 W. Summit Ave. - Wilmington, Del. 19804

MAIL BID AUCTION. Send stamped envelope for list; most tokens catalog 25¢ to \$1.

Douglas Redies - Box 4461 - Cedar Rapids, Iowa 52407

LET'S TRADE: my list for yours. What do you have to trade? If I can't trade them I will sell them: Ky 510 O, \$4.00; Ind 90 A, 75¢, and S.A.E. Send your list.

Gordon Wold - Route 1 - Princeton, Minn. 55371

TRADES WANTED: Here are some of the 4,000 duplicates I have available to trade for tokens I need: Aria 720 A; Ark 150 E, 405 A; Calif 760 B; Ga 50 D; Ill 580 B C D, 795 Ea; Ind 275 A B; Ia. 850 H; Kans 640 A, 690 A, 880 A; Ky 270 B C, 510 A Z AS, 680 G H; Md 60 O; Mass 115 A B C, 550 P; Mich 525 Aa, 680 A, 998 L; Mo 350 A C, 640 A, 700 A, 880 A, 910 A; Nebr 940 B, etc.

Duane H. Feisel - P.O. Box 11661 - Palo Alto, Calif. 94306

FOR \$2.50 I'LL SEND YOU THE BEST HISTORY OF HORSECARs AND OMNIBUSES EVER WRITTEN.

This 1967 publication is the work of an eminent American scholar and contains over 25 illustrations on top-grade, large-size paper....Five diff. modern transport tokens (1964-67) from Copenhagen, Denmark, \$2.40....WANTED: Aviation medals and stock & bond certificates depicting horsecars. Add postage on all orders.

J.M. Kotler - P.O. Box 248 - Glencoe, Ill. 60022

WE HAVE 100 of the 1967 A.V.A. Convention Tour tokens (Minn 540 AK) for sale at \$1 each plus stamped envelope. The money will be donated to the A.V.A. treasury.

Martha L. Barnett - 5425 Portland Avenue - Minneapolis, Minn. 55417

ONE SCARCE WATERTOWN-BROWNVILLE, NY 945 D for 4 circulated Indian cents VG or better plus postage. No culls. Multiple trades accepted.

J. Marshall English - 3500 24 Ave. North - St. Petersburg, Fla. 33713

FOR SALE: Que 345 J thru Q, \$3.50 (set); Ont 140 C, 25¢; Que 620 AD AE, \$1.15 (set); N. Scotia 100 M, 25¢; Colo 300 F G 60¢ set; Mich 530 N O 50¢ set; my calling card for yours. Ga 690 A, 40¢.

John G. Nicolosi - 3002 Galindo St. - Oakland, Calif. 94601

CALIF 795 A - 7 for \$1 postpaid. Also new low prices on all-different lots: 50 for \$5; 100 for \$10.50; 150 for \$16.50; 200 for \$23; 250 for \$30; 300 for \$30; postpaid. Puerto Rico 640 B for \$1.50; Ohio 10 K for \$1.50.

Ken Hayes - 3300-D Mensch Ct. - Carmichael, Calif. 95608

I NEED THE FOLLOWING TOKENS for my collection: Florida 105 A, 110 A B, 180 A, 290 A B, 380 T U, 440 B, 520 C, 530 B, 540 C, 610 B C D E F, 840 A B, 860 B, 880 A, 910 E F G, 960 D E F G H.

Carole Misdorn - P.O. Box 731, Pamrapo Station - Bayonne, N.J. 07002

WISC 790 J wanted (listed in May Fare Box). Will trade hard-to-obtain San Francisco airport token (have only 1 dupe) or token listing for \$1. Picked up some hard-to-get parking tokens on my trip. Trades solicited.

Harold V. Ford - 1999 Gaspar Drive - Oakland, Calif. 94611

FOR SALE: part of my small collection consisting of most southern and western states. Sold as complete state sets only. Nothing spectacular, just some good tokens. Complete listing of tokens for stamped envelope. Also want to swap my personal token for yours. = Ralph Hinde - 225-30 106th Ave. - Jamaica, N.Y. 11429

BRITISH TOKENS (special offer) from Belfast, Birmingham, Leeds and Manchester areas. No damaged items. 30 diff. \$3; 50 diff. \$5; 100 diff. \$10. Send cash or international money order. Postpaid ship mail.

Donald Capper - 14 Acresfield Ave., Audenshaw - Manchester, ENGLAND

FOR TRADE: Mo 3400 B rev. C for any TT I need. What have you? Also 3 only of Mo 3400 B rev. B and 2 only Kans 3790 C.

Frank C. Greene - Skyline Inn, Rte 25 - Kansas City, Mo. 64151

WILL TRADE MY COPPER PERSONAL CALLING CARD TOKEN FOR YOURS. But only metal for metal

Olivier St-Aubin - 520 Cote Vertu - Cite St. Laurent 9, Quebec

TRANSFERS WANTED from all parts of the country from bus, trolley bus, trolley & subway. Will trade ones from here or somewhere else or tokens. Ky 510 BS for sale @ 30¢ each or 4/\$1.10 - fare hike coming soon so these will go up in price. Transit list out soon. Thanks to those who wrote.

Harry R. Porter - 1042 Bardstown Road - Louisville, Ky. 40204

3 DIFF. MERCHANTS TOKENS, BRASS, from Pendleton, Oregon; including town & state names, for \$1 and stamped envelope. Will also buy or trade for western tokens.

Clancy Riggs - 1511 Z Avenue - La Grande, Ore. 97850

WILL TRADE MY DUPLICATE TT's mostly U.S., a few Canadian including Ont 660 for any cloth Boy Scout badge or Boy Scout "moot" or jamboree patch.

A.E. Jay - 44 Avenue Street - Oshawa, Ontario

I will pay \$1.00 each plus postage for the following: Me 50 B; NJ 310 A; NY 105 B, 230 I, 360 A, 410 A, 575 A, 629 E H J K, 630 U Z AB, 631 A B, 632 A, 745 A, 955 B.

Please write first.

Robert Misdom - Box 731 Pamrapo Station - Bayonne, N.J. 07002

ILLINOIS TOKENS NEEDED: Ill 135 D E, 150 C D E F G H J K L M N O P T, 190 A B, 195 A B, 220 C D, 350 A B E F, 415 A B, 435 A B, 455 G, 580 A C D, 600 D, 605 A B, 720 D, 768 A B, 785 A, 795 D E, 820 A B. Will trade or buy.

Ore H. Vacketta - 426 So. State St. - Westville, Ill. 61883

WANTED: Calif 50 B, all 100, 110 D, 125 A B C, all 205, 275 A B C D, 300 A B C E G H I J K; Wash 780 F G H I Q S.

Arthur E. Smith - 830 San Pedro St. - Ventura, Calif. 93003

FOR SALE OR TRADE: Alberta 140 A 25¢, 3 35¢, C 25¢, D 35¢, E 65¢; BC 800 A 25¢, B 30¢; N.S. 100 B 35¢, 200 A \$1.50, 850 C 35¢; Ontario 400 Ca 25¢, Cb 35¢, 555 A 30¢, B 25¢, 675 F 65¢, G 65¢, H 65¢, I \$1.50, 700 C 25¢, D 25¢, 885 A \$1, 900 A 25¢, B 25¢ C 30¢. Canadian want-lists solicited.

Barry Uman - 4155 A Mackenzie Street - Montreal 26, Quebec

HELP! LOOK AT ALL THE TEXAS TOKENS I NEED. I have over 500 diff. TT's to trade for Texas that I need. Someone PLEASE come to my rescue.

5 A, 30 A B, 50 A C D E F, 60 A, 65 A C E F G H, 135 D, 145 B C E F G K, 225 A, 225 A B E H K M, 265 A, 270 B, 275 A, 340 E F G O, 360 C D E, 445 A J K, 565 A, 590 A B.

E.M. Rice - 212 Westhaven Drive - Austin, Tex. 78746

WANTED: books entitled "Toronto Trolley Car Story 1921-1961"; "Street Railways of Toronto 1861-1921"; and "Wheels of Progress"

John K. Curtis - Box 263 - Willowdale, Ontario

PAYING TRIPLE CATALOGUE FOR THESE INDIANA: 20 A D (plain), 140 A, 160 all, 180 B, 200 A, 275 A B, 280 A G, 290 D E F G, 330 A G, 405 A, 450 B C D, 460 B C E F G I M N O X AA, 490 B, 510 A B C D E, 520 A B, 530 B, 570 A B C F G, 580 A B C, 600 A; 610 B D G H, 650 A B C D, 685 A B, 700 B C D E F, 750 A, 820 A, 860 A Fa Fb H, 890 C, 900 A, 950 A, 960 A B, 980 A B C D E, 995 A, 997 A B C D, 998 all.

Ray Ingalls - 739 Buchanan - Indianapolis, Ind. 46203

Anyone interested in selling transportation tokens please let me have your list and your price. Will pay a premium on all desirable tokens. Also will trade token for token common only. Write for list I have to trade.

R.V. Brandenburg - Box 3132 - Pueblo, Colo. 81005

ONE FARE TICKET ISSUED IN 1907 by Richmond Traction Co. Will trade for best offer in transp. tokens. Will send you up to 10 trans. tokens my choice for equal number your choice all different.

Joe Pernicano - 58 Sonia Lane - Broomall, Pa. 19008

Thanks to all the people who helped me with my display. It took 1st place. WANTED: Ohio 505 TT's. I will pay about anything for a set of these or trade. Please help!

FOR SALE: damaged Ohio 440 C. I have about 30. Send 1 token, receive an envelope or check from a transportation company.

Jeffrey R. Brashares - 825 Peaceful Path - Mansfield, Ohio 44907

FOR TRADE FOR OTHER U.S. TT's: Calif 395 G, about to become obsolete.

Lazear Israel - 936 S. Genesee Ave. - Los Angeles, Calif. 90036

MAIL AUCTION: Calif 25 A, 105 A; Colo 260 P Q, 600 A; Mich 225 L M N; Minn 245 A; NY 630 AP AQ, 631 S; Vt 595 A B; Wash 780 T; Wisc 510 N; timetable G; Pa 3060 A.

Also 1 lot 50 diff. incl. some 25¢ cat.

R.J. De Santis - 108 N. Main Avenue - Scranton, Pa. 18504

SEND ME your personal token, trade list, and 1 dupe. TT or PT. Get same in return from me plus 1 extra token.

G.W. Gallagher - 568 Pinetree - Jenkintown, Pa. 19046

BIG BRASS DEPOTEL TOKEN from Weatherford, Tex. Used in the 1890's. Tex 965 I.

I have a few of this very scarce hack line token for sale at \$15.00 cash.

J.M. Coffee, Jr. - P.O. Box 1204 - Boston, Mass. 02104

CATALOGUE OF WORLD TRANSPORTATION TOKENS & PASSES (except North America) first edition 1967, for sale at \$5 either bound or loose-leaf (specify which). Autographed free if desired. Make check or m.o. payable to Kenneth Smith. Order from:
Kenneth E. Smith - 328 Avenue F - Redondo Beach, Calif. 90277

ATWOOD'S CATALOGUE OF U.S. & CANADIAN TRANSPORTATION TOKENS, latest edition, 480 pp including 27 plates and 61-page index of obverse inscriptions. Cloth-bound. Price \$5.50 pp to members (\$7.50 to others).

FEISEL'S CATALOGUE OF PARKING TOKENS OF THE WORLD, latest edition 1967, 160 pp well illustrated. Price \$3.50 pp to members (\$4.50 to others). A few loose-leaf still available if you specify; otherwise cloth-bound will be sent to you.

American Vecturist Assn. - P.O. Box 1204 - Boston, Mass. 02104

= APPLICATIONS FOR MEMBERSHIP =

- 970 GLEN E. WILLIAMS - 504 EAST 10th STREET - FOND DU LAC, WISCONSIN 54935
Age 39; Machinist. Collects U.S. & Canada. (Rider)
- 971 ALFRED C. MAEVIS - ROOM 1100, 370 JAY STREET - BROOKLYN, NEW YORK 11201
Age 51; Transit Engineer. Collects U.S. only. (Mazeau)
- 972 MICHAEL O'HARA - 10 BOSTON STREET - SEATTLE, WASHINGTON 98109
Age 23; Coin Dealer. Collects U.S. only. (Coffee)
- 973 FRANK J. BRADY - 510 WEST 184th STREET - NEW YORK, N.Y. 10033
Age 49; Transit Clerk. Collects U.S. only. (Hinde)
- 974 FRANK A. CORY - 321 EAST 17th STREET - CHEYENNE, WYOMING 82001
Age 54; Rental Service. Collects U.S. & Canada. (Kotler)
- 975 WALTER J. MAJCHER - 611 BRIARCLIFF ROAD - WARNER ROBINS, GEORGIA 31093
Age 46; Personnel Officer. Collects U.S. & Parking. (Bartunek)
- 976 LOUIS FINCH BOOKER III - 373 U.S. HWY 8 - ST. PAUL, MINNESOTA 55112
Age 31; Computer Programmer. Collects all types. (Dewey & Spindler)
- 977 JERRY E. PATTERSON - 176 EAST 77th STREET - NEW YORK, N.Y. 10021
Age 36; Executive. Collects U.S. only. (Mazeau)
- 978 CARL J. WILCOX - 1818 JUNEWAY TERRACE - ROGERS PARK, ILLINOIS 60626
Age 23; Computer Operator. Collects U.S. & Parking. (Schmalgemeier)
- 979 JAMES A. WAMSLEY - 4234 BRYANT STREET - DENVER, COLORADO 80211
Age 29; Warehouseman. Collects all types. (Sanders)
- 980J BRANDON C. MARTIN - 12 BOOTH LANE - HAVERFORD, PENNSYLVANIA 19041
Age 20; Student. Collects U.S. only. (Mazeau)
- 981 JOE H. CALLICOTT - 414 WHISPERING PINES, RFD 3 - CARTHAGE, NORTH CAROLINA 28327
Age 64; Sales Engineer. Collects U.S. & Parking. (Carman)
- 982 JOHN HANSEN - 350 PADEREWSKI AVENUE - PERTH AMBOY, NEW JERSEY 08861
Age 29. Collects U.S. only. (Carman)
- 983 E.A. BABKA - 3 EDGEWOOD DRIVE - KEWANEE, ILLINOIS 61443
Age 39; Publisher. (Rider)
- 984 COLONEL DONALD C. FOOTE - 6513 LANGDALE ROAD - BALTIMORE, MARYLAND 21237
Age 67; Retired. Collects all types. (Coffee)

REINSTATEMENTS TO MEMBERSHIP

- 657 James R. Dunlap - 13962 Merello - Garden Grove, California 92641
513 William McKlenzie - 1805 South Grove Street - Denver, Colorado 80219

CHANGE OF ADDRESS (* indicates contribution received for address plate)

- * Benjamin G. Egerton - 1008 Winding Way - Baltimore, Maryland 21210
* Melvin Fox - 3203 Nstrand Avenue (Apt. 1E) - Brooklyn, New York 11229
* Carole Misdorn - P.O. Box 731, Pamrapo Station - Bayonne, New Jersey 07002
* Capt. William H. Park - US Army Advisor Group (NG) Maryland - 5th Regiment Armory
/Baltimore, Maryland 21201
Foster B. Pollack - 645 West End Ave., Apt. 3B - New York, N.Y. 10025
Robert A. Rieder - Hq Co., MDW, Ft. McNair - Washington, D.C. 20315

If anyone knows the whereabouts of JULIUS E. SHERR kindly notify the Editor.

= THE MINNEAPOLIS WEST SIDE STREET RAILWAY COMPANY =
By Frank Vyzralek

Don Punshon's successful efforts to verify the existence of a Westside Railway Company in Minneapolis and thus authenticate the two known horsecar tokens (Minn 540 AI and AJ), as reported in the June Fare Box, provoked my interest enough to do some further research on this company. So in company with Jim Zervas I took a few hours off from the Friday afternoon trading session at the AVA Convention and visited the Minnesota Historical Society library and the Secretary of State's office in St. Paul.

A search of the Secretary of State's records turned up the articles of incorporation of the Minneapolis West Side Street Railway Co. The articles had been signed on February 26 and filed for record March 11, 1887. Capitalized at \$200,000, the company was to have built a horsecar line from "a point near Lake Calhoun in Minneapolis, easterly to the proposed Lake Street Bridge at the Mississippi River, and a branch line from the main line to the public entrance of Lakewood Cemetery," the exact route to be determined by the Minneapolis city council. Those who took the AVA convention tour will remember Lake Calhoun as the second of the small lakes the bus passed. Present-day Lake Street is one of the main east-west thoroughfares in south Minneapolis and skirts the north edge of Lake Calhoun. Lakewood Cemetery adjoins Lake Calhoun on the southeast, its main entrance being six blocks south of Lake St. Five men were listed as incorporators of the company and all but one were officers. They were Randolph Burgess, president; Matthew Walsh, vice-president; John T. Byrnes, secretary-treasurer, and Albert C. Chamberlain, superintendent. Henry J. Mitchell was listed only as a director of the company.

We next checked through the historical society's collection of Poor's Railway Manuals for the years 1887 through 1895. The Minneapolis West Side Street Ry. Co. was mentioned in only two of the books--1890 and 1891--and both entries were virtually the same. The one from 1890 (p. 1207) said: "Main line (under construction), 7 miles; gauge, 4 ft. 8½ in. R. Burgess, Pres.; John T. Burnes, Sec. & Treas.; A.C. Chamberlin (sic), Supt. General Office, 112 Hennepin Ave., Minneapolis, Minn." Poor's coverage of street railways during those years was extremely spotty, the 1892 and 1893 books carrying absolutely nothing on the subject. In many cases the information was as much as two years old, which would explain why the West Side company wasn't mentioned before 1890.

From this auspicious beginning, however, we ran into a complete dead end. The historical society's clipping and pamphlet files had nothing on the West Side company nor did Isaac Atwater's *History of the City of Minneapolis, Minnesota* (1893) and Marion Shutter's *History of Minneapolis, Gateway to the Northwest* (1923). Atwater, in particular, gives detailed coverage to street railway development, devoting six pages to the period between 1873 and 1891. As a last resort we turned to paging through old city directories of which only two were available from this period: 1887 and 1889-90. Neither book listed the West Side Street Railway, but two of the incorporators were mentioned. The 1887 book showed that John T. Byrnes was a lawyer with offices at 112 Hennepin (the same address as given for the company in Poor's) and Henry J. Mitchell, a real estate agent, had his office at 74 Loan & Trust Building. By 1889 only Byrnes was listed and he had moved to 213 Nicollet. Of the other three incorporators there was no mention, although the articles of incorporation stated specifically that all resided in Minneapolis.

All of the above, while interesting, does not answer the principal question: Did this company actually complete and operate its horsecar line? Based on circumstantial evidence derived from what is known of Minneapolis' early street railways, it would appear they did not. The city's first car line was built in 1873, an ill-fated venture that foundered in the wake of that year's financial panic, the rails being torn up before a single car could be run. Two years later some local businessmen organized Minneapolis Street Railway Company and began developing a system which by 1889 included 67 miles of track, 1,100 horses and 251 cars. Key factor in this growth was Thomas Lowry, a young lawyer who had invested heavily in outlying real estate during the depression years following 1873. Lowry's chief contribution to the enterprise was a genius for extracting investments from even the most tight-fisted of bankers, money that was used rapidly to extend the lines of Minneapolis Street Rail-

way Company. Lowry was also a creditable operating man and if the new lines raised the value of his residential property, it was an extra dividend for a job well done.

Minneapolis' second streetcar company, the Minneapolis, Lyndale & Minnetonka Railroad Company, began in 1879 by laying track south from the loop to 31st Street (a block south of Lake Street) and west to Lakes Calhoun, Harriet and Minnetonka. Steam dummies, rather than horses, were the motive power and contributed to the company's unpopularity and continual financial problems. From 1885 to 1887 the M L & M underwent several management changes and proposals were made to convert it to either horse or cable power. Finally, in 1888, the company was acquired by Minneapolis Street Railway, the segment of line between Lakes Harriet and Minnetonka being detached and sold to the Great Northern Railway. This company is of interest because part of its line coincided closely with the projected West Side Street Railway track-age. The West Side company was also organized at a time when the M L & M was in its greatest financial difficulties, raising the possibility that its promoters may have hoped to buy in and use it as a nucleus of their own line.

Another question is the matter of franchises. From 1875 Minneapolis Street Railway held the exclusive right to build and operate car lines in the city. Indeed, the Minneapolis, Lyndale & Minnetonka began building only after buying franchise rights from that company. By 1888 public pressure against continued use of horsecars was so strong that the city council arbitrarily ordered Minneapolis Street Railway to install three cable car lines. Fortunately, Lowry and his associates talked the city fathers into allowing conversion to electrical power rather than cable, thus making Minneapolis one of the few major cities to escape the dubious benefits of the cable car. This last conclusion comes from none other than Professor George Hilton, our Convention banquet speaker. In light of the above it would not seem likely the city would grant an independent horsecar franchise within a year of demanding the horses be entirely discarded by the regular franchise holder. Minneapolis Street Railway's reaction to an independent franchisee was demonstrated in 1889 when it waged a bitter and successful fight to prevent the city council from granting a competing franchise for an electric car system to foreign capitalists.

Finally, on June 3, 1891, all existing streetcar companies in Minneapolis and St. Paul were merged into a new company, Twin City Rapid Transit Co., under the guidance of Lowry and his brother-in-law, Calvin Goodrich. By 1894 the combined organization consisted of 217 miles of electric lines, six miles of cable (in St. Paul) and not a foot of horsecar line. Since they operated under differing franchises, both Minneapolis Street Railway and St. Paul City Railway retained their corporate existence, which explains the many tokens listed in the Atwood Catalogue that were used by the companies after 1891. Significantly, nowhere in any of the published material describing the merger was there a mention of the West Side Street Railway or a line operating along Lake Street.

Most of the facts seem to rule against the Minneapolis West Side Street Railway having operated a horsecar line. Poor's Railway Manual, the only real source, merely states the line was under construction and nowhere in the published histories of Minneapolis' street railway system is there the slightest mention of the company. However, several questions should be answered. Perhaps some AVA member in Minneapolis could contact city officials to determine (possibly from old city council minutes) if the company was ever granted a franchise or even attempted to get one. Collectors in other parts of the country might recognize the names of some of the incorporators as having been active in streetcar operation in their localities. Anyone with additional or new information is invited to write the author at 354 Central Avenue No., Valley City, North Dakota 58072.

= PITTSBURGH COLLECTORS TO MEET OCTOBER 1 =

The Pittsburgh District Token Collectors Club will meet Sunday, October 1 at 2 pm at the Webster Hall Hotel, 5th Avenue & Dithridge Street (Oakland District) in Pittsburgh. The room number will be posted. The Penn-Ohio Coin Clubs Convention & Show will be going on at the same time at this hotel, so here's your chance to take in a good coin show and a vecturist gathering all at one. Everyone's welcome.

= JOSEPH SOLANAS, HACK LINE OPERATOR OF McPHERSON, KANSAS =

By J.W. Baum

Editor's note: Mr. Baum, discoverer of the newly-listed Solanas token, Kans 640 C, obtained enough information about the man who issued the token to write the following brief account. Until this year, the other known Solanas token was listed as Unidentified.

JOSEPH SOLANAS was born in Barcelona, Spain, and left that country in 1856, at age 15, for the United States. Landing in New Orleans, he spent the next two years there working in a drugstore. In 1858, Mr. Solanas moved to St. Louis, but spent only six months in that city before moving on to Leavenworth, Kansas. He spent the following two years in Leavenworth in a responsible position with a large grocery company. Then from 1860 to 1868, Solanas worked in the freighting business, carrying material for the government. In 1868, he settled on a homestead near Fremont, Kansas. And two years later, in 1870, he returned to Spain to get married.

In 1880, Joseph Solanas and his family moved to McPherson, Kansas, where he entered business. The business he entered is indicated by the token he issued that year, inscribed "J. Solanas, Bus Line 1880 McPherson, Kan."

Unfortunately, however, the J. Solanas Bus Line went out of business in 1886, perhaps because of competition from the McPherson Street Railway Company, which was founded that year. The luck of the horsecar line was not much better than that of Joseph Solanas, though, because it went bankrupt in 1893.

With the bankruptcy of the streetcar company, apparently Solanas saw his chance again, because some time after the end of the horsecar line, he was back in the hack business. The issue of a McPherson newspaper dated May 23, 1902, mentions the Solanas firm, praising the quality of its rolling stock and employees. And the same issue carries this advertisement: "Elephant Livery and Bus Barn. Jos. Solanas Proprietor, McPherson Kansas, Bus and Baggage Wagon to and from all trains. Fine Livery Turnouts."

Solanas is still listed in the transfer business in a 1912 business directory, when he would have been 71 years of age. The white metal token picturing the hack was probably issued during the later period, perhaps in the 1890's, as it carries the title "J. Solanas & Co. Transfer Line," whereas the 1880 token simply says J. Solanas Bus Line.

= THE BRYAN-COLLEGE TRACTION COMPANY OF BRYAN, TEXAS =

The following account of this line is contained in a recent letter to John Wilcox from Allister M. Waldrop whose clothing store advertised on the reverses of tokens issued by the streetcar company:

THIS STOCK COMPANY was formed to offer transportation to the students at Texas A. & M. College five miles south from Bryan at College Station, and to students at Allen Military Academy on the north edge of Bryan, and to students at Villa Maria Academy, Catholic Ursuline Convent out beyond Allen Academy north of town. This trolley electric interurban line was started March 1, 1910, as gasoline-powered cars, but later switched to electric power. There were 4 cars run usually on schedule, 2 open cars and 2 closed cars, except when the A. & M. College boys would soap the tracks at the curves and jerk the trolley.

I believe the run to College Station lasted until about 1937 or 1938, and then the majority of stock was bought for a song and turned into a bus and taxi company. Our store bought two shares of the original stock, and of course got nothing for it. However the venture subscribed to originally by the local merchants was quite a success and served the purpose well for many years.

Because of the recent death of her Mother, Marie Johnson has been unable to reply to correspondence, but promises to take care of it as soon as possible.

This new token was introduced on June 1, 1967, by the Droylesden Urban District Council, which is a suburb served only by the buses of the Manchester City Transport, and A. Mayne & Co. who is a private operator in the area. The token itself is solid brass, 20mm, with M C T CONCESSIONERY FARE on both sides, and has a fare value of 6d. It appears to have a very limited circulation being issued to old aged pensioners only, in the district of Droylesden, for use on all routes operated by Manchester City Transport and A. Mayne & Co. Each person is issued with 48 tokens every six months, which is an average allocation of 2 tokens per week or 8 tokens per calendar month. This figure is also entered on a record card, which states the date of the next issue, and is also used as an identity card for showing to the conductor when making a journey using a token.

This system is a completely new idea for fare token usage, and could well lead to further issues by other companies in the future. Card passes are the most commonly used by omnibus undertakings in the United Kingdom for old aged pensioners, and these usually cover only their own operating boundaries, and are not valid for persons living outside these areas. By issuing tokens, fare revenues can be calculated for persons making journeys from out of town districts, when the tokens are resold to the original Issuing council.

= DISTINGUISHED MEMBER AWARD TO WILLIAM GALLAGHER =

The California Association of Transportation Token Collectors at its 10th Anniversary meeting on Sunday, July 9, launched a new project by awarding the first bi-annual Distinguished Member citation to Bill Gallagher, veteran member of this club and the A.V.A. The award was recently established by the club Executive Board to honor some member (but not any officer) who had done most during the preceding two years to further our purposes and efforts.

The selection was based on Gallagher's generous and spontaneous donation early last year of two valuable bus tokens towards our 1966 Disneyland Convention fund. Unfortunately his work kept Bill from being present at this meeting to hear the letter of praise outlining his value as a member. President Ritterband said that the citation would be mounted into a permanent wall plaque for direct presentation to the winner.

The meeting itself was further evidence of the continuing progress of our club, with no less than 22 members on hand for this garden session at the home of the Edrick Millers in Costa Mesa. The anniversary celebration, even without counting wives and kids, was the largest gathering of token collectors ever held in California other than during the two AVA conventions. (Our club only lists paid-up member-individuals on its rolls, with this turnout representing more than one-third of them.) The number of tokens and trade checks which changed hands that afternoon would be far beyond counting!

A decorated birthday cake was part of the afternoon refreshments, and seemed to be especially enjoyed by three of the club's four founders able to be present: Roland Atwood, Edrick Miller, and Kenneth Smith. Next we'll aim to equal the 20-year mark of the Seattle collectors, though it appears we can never quite catch up to them!

- Robert M. Ritterband

Fifteen-year-old A.V.A. member Jeff Brashares of Mansfield, Ohio, took First Place with his token display at a Mansfield Coin Show last June. He had 2 cases, one of U.S. transportation tokens, and 1 of foreign transportation tokens. He has since been invited to display his tokens at Mt. Vernon, Ohio, and again at Mansfield!

= AUGUST SUPPLEMENT TO THE CATALOGUE OF WORLD TRANSPORTATION TOKENS =

By Kenneth E. Smith

SCOTLAND

<u>Edinburgh</u>	360	(Reported by Donald Capper)	
		EDINBURGH CORPORATION TRANSPORT (ARMS)	
BR C	23 Sd	Edinburgh Corporation Transport	4d. (green) \$0.20
BT C	23 Sd	" " "	6d. (brown) .30

ENGLAND

<u>Blackburn</u>	90	(Reported by Donald Capper)	
		BLACKBURN CORPORATION TRANSPORT	
AR C	23 Sd	5d. (black)	.25
<u>Ipswich</u>	415	(Reported by Donald Capper)	
		IPSWICH CORPORATION TRANSPORT (CITY ARMS)	
BGo C	23 Sd	1½d. (black)	.15
BH C	23 Sd	3d. (green)	.15
<u>Middlesborough</u>	525	(Reported by D. McKelvey)	
		COUNTY BOROUGH OF MIDDLESBOROUGH (ARMS)	
AH C	23 Sd	3d. (yellow)	.15
AI C	23 Sd	4d. (blue)	.15
<u>Warrington</u>	820	(Reported by Donald Capper)	
		WARRINGTON CORPORATION TRANSPORT (ARMS) (LARGE LETTERS)	
DD C	25 Sd	3d. (yellow)	.15

MEXICO

<u>Nuevo Laredo</u>	580	(Reported by John Clymer)	
		AUTO-TRANSPORTES UNIDOS DE NUEVO LAREDO S.C.L.	
E A	25 Sd	Bueno Por un Pasaje Local (shield) (Vars.)	.25
		a. (dots after S.C.L.) (small letters)	
		b. (no dots after SCL) (large letters)	

JAMAICA

<u>Kingston</u>	420	(Reported by John Clymer)	
		JAMAICA WAGGONETTE & EXPRESS CO. L.T.D.	
D o V	Ov Sd	One Fare (bluish green) (21x18mm)	5.00

UNIDENTIFIED (Reported by McKelvey, R.M. Broom, Kotler, Ferguson)

		TERMINUS	
B	21 Sd	15 (found with a group of Puerto Rico tokens)	
		ES VALIDO POR UNA MONTADA	
Bz	16 Sd	Trigger	
		PETERSBRUCK	
B	21 Sd	10	
		WERTH-MARKE 10 (STAMPED "TEUTONIA")	
Z	19 Sd	10	
		G S A D (STEAMBOAT)	
WM	24 Sd	5 Øre (must be either Norway or Denmark)	
		YOKOTA	
B	21 Sd	Top 3 5	

We need help in identifying any of the unidentified items above. Can you help? Remember when you report new discoveries, in addition to the spelling be sure to send rubbings or photographs. This is essential to insure accurate listings. Keep the listings coming.

ARKANSAS

Hot Springs 435 (Reported by John Clymer & New Issues Service)
HOT SPRINGS ST. RY. CO.
L o WM 16 Pc Good For One Fare (Vars.) \$0.25
M o Z 16 Pc " " " " .25
[This firm was purchased by Spa Transit, Inc., who removed the center
"H" from the old tokens and used them thus from July 1966 to 6/30/67]

COLORADO

Colorado Springs 140 (Reported by Edward C. Rochette)
COLORADO SPRINGS CAMP ALEXANDER ONE FARE JULY 19, 1967
I o B 26 Sd B S A (Boy Scout Emblem)[500 of these tokens struck] .50

ILLINOIS

Farmer City 295 (Reported by Marie A. Johnson)
J.H. MITCHELLS BUS LINE FARMER CITY, ILL.
A o B 27 Sd Good For One Trip 3.50

KANSAS

Manhattan 600 (Reported by J.L. Hargett)
MANHATTAN TRANSFER AND LIVERY CO. GOOD FOR ONE RIDE
/TO OR FROM HOTEL TO DEPOT
E o Fr 40 Sd (blank) 3.50
McPherson 640 (Reported by non-member)
J. SOLANAS, BUS LINE 1880 McPHERSON, KAN.
C o B 32 Sd (blank) 3.50

MINNESOTA

Minneapolis 540 (Reported by the Barnetts and Minneapolis Club)
GOOD FOR ONE RIDE 17th ANNUAL MEETING AUG. 4-6th '67
/MINNEAPOLIS ST. PAUL
AKo B 32 Sd American Vecturist Association Organized 1948 (streetcar) 1.00
[The reverse design is the official seal of the A.V.A.]

MISSOURI

Boonville 70 (ex-Unidentified #52; B reported by Marie A. Johnson)
S.A. HOLLAND BUS & BAGGAGE 1 RIDE
A o A 25 Sd (blank) 3.50
B o A 25 Sd Hotel to Depot Boonville, Mo. 3.50

OHIO

Toledo 860 (Reported by Mrs. N. Wilson)
(SAME AS 860 H)
P Bz 23 S (same reverse as 860 H) .20
Vermillion 900 (Reported by Joe Pernicano)
CLOUDYS RETURN FERRY CHECK
C o B 20 Sd Void After Aug. 31, 1916 5.00

WYOMING

Cody 150 (Reported by Harold Ford)
CODY BUS & TRANSFER LIVERY
B o WM Ob Sd Good For One Fare Tom Kane [rectangular, 32x19mm] 5.00

UNIDENTIFIED

(Reported by [121] Knoblock, and [122,123] Yowell)

T.B. TODD THE MAN THAT RUNS THE TWO GREEN BUSES

121 A 24 Sd Good For Return Trip From John Tills

RED'S TAXI CO. PHONE 981

122 A 21 Sd Good For 5¢ In Trade

G. & McL. CABS

123 A 21 Sd (blank)

MANUFACTURERS' SAMPLES

(Reported by Mrs. Swanson)

Group 19

MEYER & WENTHE CHICAGO

AB WM 20 L-sc Good For One Fare

AC WM 20 B1 " " " "

AD WM 20 B1 " " " School Fare 1/2

CORRECTIONS TO PREVIOUS SUPPLEMENTS

Mo 998 T - should be "same as 820 C" and not same as 820 D.

Nebr 540 AA - should be white metal, not brass.

DC 500 AG - should be W-sc

= NOTES BY RALPH FREIBERG =

On July 1, 1966, the Hot Springs Street Railway was sold to Spa Transit, Inc. They continued the fare that had been in effect for one more year, and not to confuse their tokens with those that had been previously sold they removed the center from the token. The New Issues Service had assumed it would be able to get enough of these because of the firm's intention of discontinuing tokens and charging a straight 25¢ fare. When we got the tokens we discovered that they had also knocked the H out of some of the zinc tokens as well as the white metal ones. Hot Springs Street Railway discontinued streetcars on October 15, 1938, and operated buses from then on, although they did not change their name until the sale, on July 1, 1966, to Spa Transit. We weren't able to get enough of the zinc tokens to go around in the N.I.S., unfortunately.

On July 19, 1967, there was a special tour for business men who contributed to the summer camp of the boy scouts. This Camp Alexander is about 45 miles from Colorado Springs, near Lake George. There were 500 tokens struck, and 200 were mailed to various people who contributed to the camp, and the tokens were good for the trip from Colorado Springs. An additional 125 were sold to local people who wanted them as souvenirs, and the remaining 175 were sold to the New Issues Service. Ed Rochette is Editor of *The Numismatist* (and is presently acting as Executive Director of the A.N.A. in their current embarrassment). He was drafted to act as chairman for this occasion, and when he notified Mr. Coffee about the new token, John asked the N.I.S. to see about getting a supply.

Nothing is known about the Farmer City and Manhattan depots except that the former is unique and two are known of the latter. Efforts to secure more of them have been fruitless so far. The Solanas token of McPherson confirms our earlier listing of the formerly unidentified Solanas token. The 1880 appears to be a date on the token, although it might be a telephone number.

The A.V.A. tour token will be distributed to N.I.S. members. Four hundred of them were struck, and one side is a replica of the official seal of the A.V.A.

Marie Johnson came up with the S.A. Holland token inscribed Boonville, Mo., and thereby solved the problem of former Unidentified #52. Although the obverse wording is similar in arrangement, the die work is quite different on the two tokens.

With regard to Toledo: some years back, when Mr. Forsgard was Vice-President of the company, school tokens were struck, bearing his name and position. The die was saved. During the war years the same die was used for making zinc tokens. Some of these WM and Z tokens were copper-plated for special use. My 1942 Directory lists Mr. Forsgard as president, and 16mm tokens were struck with his name as president of the firm. Then only a few years ago they had more school tokens struck, this time in

bronze using the same old die with Forsgard as vice-president! An interesting situation! Recently Mrs. Wilson obtained a few of these and distributed them to members of the Minneapolis club. Mr. Nicolosi also was able to get a few of them, but the company insists that they only had the white metal ones copper-plated, which we know is not entirely correct as we have the bronze ones. So until we can convince them that their own bronze tokens exist, we can't get any for the New Issues Service. The bronze tokens, we understand, are sold to the Board of Education and given to school children unable to pay the school fare. We can only hope that in the future we'll be able to get more of them. Time is usually on our side in situations like this.

We also have another Cloudy Ferry token. The story of this ferry is on page 3 of the January 1965 Fare Box. It's beginning to look as if Cloudy had tokens struck for every year he was in business, and if this is so there are still a few more to be discovered.

On the mavericks, we don't know what "John Tills" means on that token. Could be a hotel or a town name. We don't even know if the taxi tokens listed are transportation. Gordon found them in Montana.

The most interesting token listed this month is Harold Ford's depotel from Wyoming, the western-most depotel so far known. Harold advertised in the Cody newspaper and found a daughter of Tom Kane, who told him something about the firm, but had none of the tokens. The line operated circa World War I. The token itself is a crude white metal rectangle. Certainly one of the most desirable and unusual transportation tokens known to exist. Harold got it from a California numismatist after pestering him for years.

= NORTH EAST VECTURISTS TO CELEBRATE 5th ANNIVERSARY IN GRAND STYLE =

Seventeen members got together at the 28th regular meeting of the North Eastern Vecturist Association at Allis' Restaurant in New York City on September 9, to hear the plans made for celebrating our 5th anniversary. We have planned to hold a "mini-convention" on November 11, a Saturday, at the Piccadilly Hotel, 227 West 45th St., New York City. The meeting room will be open from 9 a.m. until about 6 p.m. It is planned to break at 12:30 p.m. for a smorgasbord feast in the Scandia Room, where you can eat all you want. This is one of their main dining rooms open to the public; our group will have one section reserved, so as to keep us all together.

No speeches are planned, no schedule of events, no tours or special rides. A floor auction will be held only if tokens are forwarded to the Committee Chairman in advance. The whole day is for the purpose of getting vecturists together to buy, sell, trade, talk and think TOKENS. Exhibits will be most welcome and would add to the enjoyment of all.

The price for all this has been set at \$2.50 per person (members and guests). NEVA is absorbing the balance of the cost, in order to make this a memorable, as well as inexpensive, affair. Advance reservations and payment would be appreciated to avoid money-handling at the door. For reservations and further information please write to Ralph Hinde, President & Committee Chairman - 225-30 106th Ave. - Jamaica, New York 11429.

= TEXAS VECTURISTS TO GATHER ON OCTOBER 21 =

The Texas Area Vecturist Association will meet Saturday, October 21, at the home of Harry Strough in Houston. The address is 106 Rocky Creek, and his phone number is OX 4-5401. Please notify Harry if you plan to attend, as he plans to serve a light snack and needs to know how much food to prepare. Also when you get to Houston, call him and he can give you directions to his house. Everyone is invited.

- Pat Murdock, TAVA Secretary.

= AUGUST SUPPLEMENT TO FEISEL'S CATALOGUE OF PARKING TOKENS =
By Duane H. Feisel

ALABAMA

Mobile 3560 (Reported by Don Edkins)
JIM DANDY DRIVE-IN
A o B 23 Sd (same as obverse) \$0.25

CALIFORNIA

Riverside 3705 (Reported by Mrs. Mary Allen)
STERLING SAVINGS S
C B 25 Sd Courtesy Parking .25

ILLINOIS

Chicago 3150 (Reported by Ruggeri (BI), Mrs. Sabel (BJ), Mrs. Allen(BK))
ST. JOSEPH HOSPITAL CHICAGO ILLINOIS
BI B 23 Sd Parking Token .25
UNION HEALTH SERVICE, INC. COURTESY PARKING TOKEN
BJ B 23 Sd (same as obverse)(dot at bottom on both sides) .25
UNION HEALTH SERVICE INC. COURTESY PARKING TOKEN
BK B 23 Sd (same as obverse)(diamond at bottom on both sides) .25

KENTUCKY

Covington 3150 (Reported by John Coffee and Sam Ruggeri)
BOOTH MEMORIAL COVINGTON, KENTUCKY
C B 23 Sd Visitor Parking Token .25

NEW YORK

Norwich 3660 (Reported by Kermit B. Streeter)
CITY OF NORWICH N.Y.
A B 23 Sd Good In Bronze Meters Only 1 Hr. (1956-) .15

NORTH DAKOTA

Jamestown 3440 (Reported by Don McKelvey)
GROW WITH STUTSMAN COUNTY STATE BANK
C B 23 Sd Good Only In Parking Lot Meters (3/15/65-) .15

OHIO

Norwood 3675 (Reported by Melvin Hays)
STEINBERG'S CLOTHING INC. NORWOOD OHIO
B WM 25 Sd (blank) .25

SOUTH DAKOTA

Sioux Falls 3840 (Reported by Ruggeri)
HOLLYWOOD CAR PARK PARKING TOKEN SIOUX FALLS
A B 23 Sd (same as obverse) .25

ADDITIONS & CORRECTIONS

III 3767 A: add variety description
c. (A -- H)(B -- H)
Ky 3280 A: change reverse description to (stock wooden nickel reverse), and add
a. (Indian)
b. (buffalo)
NC 3110 A: add variety description
(O: bottom of BOONE aligns)
a. (N -- between NB)
b. (between EN -- B)
Wis 3510 X: add variety description
(O&R: design is ...)
a. (curlique)
b. (propellor)

Ont 3740 A: add variety description

d. (6mm; 17mm)(5½mm; 17mm)
(similar to B token)

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

Activity in parking tokens seems to be picking up considerably after a few lean months. We have a nice batch of tokens this month, and a goodly number of additional reports are being investigated for complete information. Any reports of new issues or discoveries will be appreciated.

The Jim Dandy Drive-In has been taken over by new owners who do not use parking tokens. A large supply of the tokens is reported to be with the previous owner. I have obtained tokens from non-PT collectors in two sections of the country, so I suspect a supply of them is around.

The new report from Riverside is a change in metal for the token: brass instead of bronze.

Note the new reverse inscription for III 3150 BI compared to the AU token in the catalogue. The hospital is not inclined to give out tokens to collectors because they have "received too many requests."

Union Health Service in Chicago seems not to be interested in aiding collectors. They have not replied to my inquiries, nor has my money been returned that I sent for tokens. Note that BJ has a comma in the inscription while BK does not.

Booth Memorial Hospital has apparently put a new batch of tokens into use. The arrangement of the obverse inscription is different from the B token, and Kentucky is spelled out. This hospital does not cooperate with mail requests from collectors, although collectors visiting the hospital are able usually to obtain tokens.

The Norwich, N.Y., tokens are used in conjunction with the usual type of merchants' plan where the tokens are given free to customers. Only certain meters--in the municipal parking lots and on the main street--will accept tokens. Coins only can be used in meters located on side streets.

Another Jamestown, N.D., bank is using tokens. The tokens are given to bank patrons for use in a parking lot.

No reply has ever been received from Steinberg's Clothing in Norwood, Ohio. Local collectors have had little success in a direct approach in trying to get tokens.

The operators of Hollywood Car Park are not inclined to provide information or examples of their parking token.

The additional variety descriptions provided this month are quite obvious ones. One of the more interesting varieties is Ont 3740 Ad--this token appears to be the corrected die version of 3740 B.

Members of PTNIS will receive the following tokens reported this time: NY 3660 A (thanks to the efforts of Kermit Streeter), ND 3440 C. The mailing of these will be delayed until other new issues are on hand.

= SAN FRANCISCO BAY AREA COLLECTORS TO MEET =

Another of the popular informal meetings for collectors of the San Francisco Bay Area, and others who may be in the vicinity, is scheduled for Sunday, October 1. Commencing at noon and running to 5 pm, the collector gathering will be held at the Oakland YMCA, situated at 21st and Telegraph. Refreshments will be available as usual.

San Diego Transit System has been taken over by the City of San Diego....Utica, N.Y. Transit Corp. has been sold to the City of Utica....Cleveland has raised local fares to 30¢, rapid transit to 35¢, transfers from 3¢ to 5¢; they don't use tokens....fare in Greater Los Angeles has gone up from 25¢ to 30¢, except in Watts where a government subsidy keeps it down--rather an unusual & interesting situation!

THE FARE BOX

A Monthly News-Letter for



Transportation Token Collectors

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VOLUME 21, NUMBER 9

SEPTEMBER, 1967

OUR 243rd ISSUE

BENJAMIN T. BARRACLOUGH

Ben Barracrough, A.V.A. #71, died in Minneapolis on October 1. He was for many years a vigorous and active member of the Midwest Club in Minneapolis and the A.V.A. Ben was a regular fixture at A.V.A. Conventions, and we always enjoyed his vigorous spirit and his determination to set the A.V.A. on the right course. We missed him at the 1967 Convention, but he has left his mark on the A.V.A. We shall not soon have another like him.

This issue is up to date as of October 18, and the next issue will close on November 1, so please get all ads and articles here immediately. We try, ordinarily, to avoid going over the two-ounce mark, in order to save on postage. But next month we shall pull out the stops and print everything on hand, including extra pages of the Foreign Supplement, and an excellent article by Mr. Hazevoet, and several others. We always can use good stories on tokens.

The Executive Board have voted to hold the 1968 Convention in the San Francisco area, and the date will be a bit later in August than usual. This time it will be August 16-18, as a number of members said they could come if it were close enough to the A.N.A. Convention, which comes the following week in San Diego. So note that it won't be the first weekend in August, but the third. We hope to see you there!

Membership applications are available from the Editor to any member who has some good prospects in mind. Our new applicants are coming in slower than last year, so this calls for extra effort on the part of our present members to help us grow.

In this issue we continue the listing of personal calling-card tokens issued by vecturists. If you know of any such tokens which haven't been listed yet, please describe them to us or, better yet, send one to the Editor, whose collection of them is 99% complete. Eventually this collection will be presented to the A.V.A. Remember we can't list a personal token until we have a full description of it!



- 985 ROBERT E. ULRICH - 400 FULTON STREET - RIVERTON, NEW JERSEY 08077
Age 48; Engineer. Collects all types. (Leonard Paul)
986 DOROTHY GERSHENSON - 37 SOUTH 18th STREET - PHILADELPHIA, PENNA. 19103
Coin Dealer. Collects all types. (Max Schwartz)
987 LEONARD C. DURLAM - 4845 BROADWAY - NEW YORK, N.Y. 10034
Age 72; Stamp & Coin Dealer. Collects U.S. only. (Donald Mazeau)
988 RONALD DeGRAW - 385 EVERGREEN ROAD - KING OF PRUSSIA, PENNSYLVANIA 19406
Age 24; Newspaper Reporter. Collects U.S. Only. (John Coffee)

CHANGE OF ADDRESS (* indicates contribution to pay for new address plate)

- Joseph M. Canfield - 1658 Silverpine Drive - Northbrook, Illinois 60062
* Charles W. Patterson - Ward 8, Med. Hld Co., Madigan General Hospital -
* J.W. Ross - 212 Park Bldg. - Pittsburgh, Pa. 15222 /Tacoma, Wash. 98431

*Robert A. Rieder's address change last month should have included the *. He gave!*

= MESSAGE FROM THE PRESIDENT =

Your Executive Board has voted unanimously in favor of the San Francisco Bay Area of California for the site of the 1968 A.V.A. Annual Convention. It appears that the deciding factor for the San Francisco area was the accessibility of collectors to the site. Our thanks go to those who extended invitations for other locations in San Antonio, Texas, and Calgary, Alberta.

The local committee is already hard at work in making arrangements for what is hoped will be the most successful A.V.A. convention in history. The dates of August 16-18, 1968, have been set. Those of you who also like to attend A.N.A. conventions should note that this is the weekend preceding the ANA gathering in San Diego--this will make it convenient for those who wish to attend both conventions. While no specific location for holding the convention has yet been selected by the local committee, several excellent possibilities are being considered carefully. It is not too early to start considering your vacation plans for next summer. There is a reason why San Francisco is claimed to be the most popular convention city in the country.

The efforts of the local committee are being coordinated by myself. All Bay Area collectors are asked to participate in the planning and arrangements. A meeting, which will include the usual informal token talking, has been scheduled for November 19 (a Sunday) at the Oakland YMCA. The meeting room will be open from Noon until 5 p.m. In addition to a small amount of business, there is a large amount of talk about tokens of all kinds. Anyone in the area that day is invited to attend.

Invitations for the site of the 1969 convention are being sought for consideration of the Executive Board. Please let me know if you have a specific invitation or even if consideration is being given to extending an invitation.

While I have extended my personal thanks, and thanks on behalf of the A.V.A. to those in Minneapolis who did such a fine job in staging the 1967 A.V.A. Convention, I do want to put into print an expression of gratitude from the AVA. In a word, the 1967 convention was superlative.

- DUANE H. FEISEL, President.

= MINNEAPOLIS CONVENTION PHOTOGRAPHS =

The next sheet contains the banquet photograph, taken by Marvin Makler, showing nearly everybody who attended the Convention, with the "head table" at the rear. The other side of the sheet has 5 photos of various people in various situations, and these were taken by Joe Allis for us. Next year we hope to have a lot more of these informal pictures of convention activity. Grant Schmalgemeier prepared the offsets.





AUCTION (COFFEE- LAFLIN- CASSIDY)



TREASURER FRISBEE REPORTS,
PRES. FEISEL CONCENTRATES



WORKING PRESS (BARNETT & ALLIS)



BUSINESS SESSION



REGISTRATION TABLE
Mrs. BUTLER Mrs. BARNETT



1967 CONVENTION
MINNEAPOLIS

= FURTHER LISTING OF PERSONAL TOKENS OF VECTURISTS =

This listing supplements the listing of metallic and plastic calling card tokens of vecturists, which began on page 191 of the December, 1966, issue of THE FARE BOX and was continued on page 49 of the March, 1967, issue. The present supplement lists those tokens reported to the Editor since last March. Criterion for listing is that the token must bear the name of a former or present A.V.A. member, and must be made of plastic or metal (no wooden items will be listed). We also shall not list items which were struck in quantities less than ten, hereafter, as such artificial rarities in no way could qualify as calling cards. As more of these tokens are reported, additional supplements will be printed in THE FARE BOX from time to time.

THE FARE BOX 20th ANNIVERSARY 1947-1967 J.M. COFFEE, EDITOR
MINNEAPOLIS CONVENTION GREETINGS

- 14B B 32 Sd American Vecturist Association Organized 1948 (streetcar)[100]
DANIEL DIMICHAEL P.O. BOX 485 COATESVILLE, PA. 19320
- 50A A 32 Sd American Vecturist Association Organized 1948 (streetcar)[100]
W.A. WHITFIELD 110 CALIF. S.E. ALBUQUERQUE N. MEX. AVA 68
(STREETCAR)
- 68A Py 36 Sd Collector of Transportation Tokens Ferry - Bus - Horse Car -
Trolley - Railroad - Bridge
- 68B Po 36 Sd [same as 68A]
JOHN G. NICOLOSI [in script] 3002 GALINDO ST. OAKLAND CALIF. 94601
COLLECTOR OF ALL KINDS OF TRANSPORTATION TOKENS
- 116B Py 36 Sd (horsecar)
- 116C Pw 36 Sd (horsecar)
DONALD N. MAZEAU BOX 31 CLINTON CONNECTICUT
- 312B B 32 Sd American Vecturist Association Organized 1948 (streetcar)[100]
CLARENCE E. HEPPNER STAMPS - TOKENS COINS
1331 - 3rd AVE. SEATTLE, WN. 1966
- 314D A 34 Sd Good For 10c. In Trade
COPLEY COIN CO. MAURICE GOULD FRANK WASHBURN BOSTON, MASS.
- 335B A 35 Sd Keep Me and Never Go Broke [encased Lincoln cent in center]
O. ST. AUBIN ST. LNT. P.Q. PARKING
- 386D B 38 Sd (same as obverse)[encased 1967 Canadian cent in center]
[There are approximately 400 varieties of parking tokens bearing the name
of Mr. St. Aubin, in various metals with various inscriptions in French
and English. We shall list only one, to indicate that they exist; they
exist in quantities up to 100 of each of the approx. 400 types.]
COLLECTOR OF CELLULOID & VULCANITE TOKENS JOSEPH ALLIS
48 E. 29th ST. NEW YORK 10016
- 431I Pr 38 Sd Collector of Transportation Tokens (trolley car)[200]
- 431J Pg 38 Sd " " " " " " " "
- 431K Pb 38 Sd " " " " " " " "
- 431L Pe 38 Sd " " " " " " " "
- 431M Pw 38 Sd " " " " " " " "
- JOSEPH ALLIS 48 E. 29 ST. NEW YORK CITY, 10016
COLLECTOR OF CELLULOID AND VULCANITE TOKENS
- 431N Pr 37 Sd American Vecturist Assn. Convention Minneapolis 1967 (streetcar)
- 431O Pg 37 Sd " " " " " " " "
- 431P Pe 37 Sd " " " " " " " "
- 431Q Pk 37 Sd " " " " " " " "
- ELAINE J. WILLAHAN A.V.A. 487 LOS ANGELES
TRADE TOKENS MISC. AMERICANA POLITICAL BUTTONS
- 487A B 35 Sd Collector of Transportation Tokens (horsecar)
R.H. GAARDER 1041 ALEXANDER CIRCLE PUEBLO, COLORADO 81001
- 497A Pe 38 Sd Collector of Transportation Tokens (trolley car)[200]
B.R. ROGERS NUMISMATIST 3651 SEWELLS PT. RD. NORFOLK, VIRGINIA 23513
DEALER IN MEDALS & TOKENS
- 632A B 35 Sd Collector of Transportation Tokens (horsecar)

L. MAURICE LORRAIN NUMISMATE 43 RUE FRONTENAC ST - JEAN,
QUEBEC, CAN. SOUVENIR EXPOSITION UNIVERSELLE CANADA 1967
MONTREAL, QUEBEC

- 713A B 35 Sd Collector of Transportation Tokens (horsecar)
COLLECTOR OF TRANSPORT TOKENS DONALD CAPPER, 14, ACRESFIELD AVE.,
AUDENSHAW, MANCHESTER, ENGLAND. (DOUBLE-DECK TROLLEY CAR)
- 763B Pw Ov Pc (blank) [28x38mm]
BARRY UMAN A.V.A. 795 MONTREAL
- 795A A 38 Sd Good For One Free Tour A 1967 [incuse red letters]
J.H. WILCOX 310 WASHINGTON PL. NORTH BRUNSWICK NEW JERSEY 08902
"JACK THE MAILMAN" POSTAL TOKEN SEEKER
- 940A Pb 38 Sd Collector of Transportation Tokens (trolley Car)[200]
O'HARA COIN & SUPPLY CO. 10-BOSTON ST., SEATTLE AT. 2-9171
- 972A A 35 Sd Good Luck (horseshoe & 4-leaf clover [clover in green])

Please report unlisted calling-card tokens (metal or plastic) to the Editor. If possible include number struck. Including this month's listing, we have 102 personal tokens listed, after removing those of which less than 10 were struck.

= THE FERRY TOKEN OF EAST LONDON, SOUTH AFRICA =

Mr. L.R. Hawthorne of Glendale, Calif., recently wrote to the Town Clerk of the City of East London, in South Africa, with respect to a bronze 24mm solid token inscribed EAST LONDON MUNICIPALITY 1d. (on obverse) and PAYABLE AT THE MUNICIPAL OFFICE EAST LONDON 1880 (on reverse). The reply Mr. Hawthorne received is informative:

Dear Sir: In reply to your letter I have to inform you that the token to which you refer was one of a considerable number obtained by my council in the year 1880, for use on its ferries which plied between the east and west banks of the Buffalo River at a fare of one penny per passenger. The tokens, which were made of bronze, were put into circulation in consequence of the shortage of pennies during that year. However, they were in use for a few years only, as the ordinary copper coinage eventually became sufficiently plentiful to meet the requirements of the ferry service, and the tokens were accordingly abolished. The ferry service is no longer in existence as the east and west banks of the Buffalo River are now linked with a bridge. I am unaware of any other tokens having been used at that time.

= PARKING TOKEN BONANZA =

By Sam Ruggeri

Members who may have noticed the many parking tokens being reported by me, of late, may be interested in the background surrounding them. Some time ago I set out to locate a specimen of NY 3629 C. The hospital does not have any at all, but I did learn who installed the gate in which they were used. I then wrote to the manufacturer, hoping that they might have one around. I really did not expect to get an answer. To my surprise, about a month later I got a small mailer bag from them, along with a letter saying that they could not locate even one of the tokens but that they were sending me specimens of some others they had. To my delight, when I opened the mailer bag, out tumbled 83 different brass tokens; all but 2 were parking tokens. After cataloguing as many as I could (and there were many hard-to-get tokens), I still had about 30 uncatalogued tokens. I then sent rubbings of all of the unlisted tokens to Duane Feisel for cataloguing. Duane, in turn, has tried to track them all down, and as he does so they get listed in The Fare Box. Look for more in the months to come. One never knows wherein lies the payoff! One letter like this makes up for many unanswered letters and other disappointments.

= SEPTEMBER SUPPLEMENT TO THE CATALOGUE OF WORLD TRANSPORTATION TOKENS =

By Kenneth E. Smith

AUSTRALIA

Manly 480 (Reported by Les Hawthorne)
PORT JACKSON & MANLY STEAMSHIP CO. LTD.
XD WM 30 Sd Manly Turnstiles Ferry \$0.25

Sydney 720 (Reported by Hawthorne)
SYDNEY HARBOUR FERRIES PTY LTD.
XF B 22 Sd For Use in Ferry Turnstiles 1 .25

CHINA

Canton 120 (Reported by J.D. Ferguson)
(CHINESE LETTERS WHOSE ENGLISH TRANSLATION IS "CANTON CITY FERRY
/COMPANY RETURN FARE ACROSS HARBOUR")
B o Z 21 Sd (arms of the Red Chinese Merchant Marine) 3.50

DENMARK

Copenhagen 160 (Reported by Jorgen Somod (E,F,G) & Joe Kotler (ZF,ZG))
OMEGNEN KS RABATPOLET
E B 23 Sd (same as obverse) .25
RABAT-POLET NESA RABAT-POLET
F B 23 Sd (same as obverse) .25
OMEGNEN NESA RABATPOLET
G B 23 Sd (same as obverse) .25
(NUMERAL 8 incuse)
ZFo S 33 Sd (blank) 5.00
(NUMERAL 4 incuse)(rounded corners)
ZGo S 0b Sd (blank)(39x27mm) 5.00

ENGLAND

Huddersfield 400 (Reported by Roger Atkinson)
HUDDERSFIELD CORPORATION TRANSPORT (SHIELD)(NEW STYLE)
CCo C 23 Sd 2 1/2 d (red) .15

London 475 (Reported by J.D. Ferguson)
LONDON AND GREENWICH RAILWAY COMPANY (FLYING HORSE)
ZAo K 31 Sd (same as obverse) pattern

Manchester 500 (Reported by Donald Capper)
M C T CONCESSIONARY FARE
CA B 20 Sd (same as obverse) .25
(A 6d token for old age pensioners only)

UNIDENTIFIED (Reported by Heaton, R.M. Brown, Nicolosi, Hawthorne)

STADTISCHE STRASSENBAHN EN M. GLADBACK
A Oc Sd Selterswasser (21mm)
B Oc Sd Limonade
PARA TRAMWAYS 10 CTS
Vr 31 Sd Mensajero de la Capital (messenger walking with message in hand)
COOPERATIVE L'UNION HOUP LINES
B Oc Ch Partage 10 (22mm)

Remember when you report new discoveries, in addition to giving the exact wording and spelling and punctuation, to send rubbings or photographs. This is essential to insure accurate listings. Please keep the listings coming.

= SEPTEMBER SUPPLEMENT TO ATWOOD'S CATALOGUE =

By Ralph Freiberg

ALASKAAnchorage 50 (Reported by J. Douglas Williams II)
ANCHORAGE TRANSIT COMPANYC Pr 23 Sd Good For One Fare (incuse white letters)(* 1/1/67) \$0.50
[Used by military inductees to Elmendorf Air Force Base or to Fort Richardson.]MINNESOTAPatterns 998 (Reported by Floyd O. Barnett)
ANOKA - MPLS. BUS CO.

F B 23 Sd Good For One Fare

NEW YORKBear Mountain 78 (Reported originally to Nicolosi by Herb Zilber)
P. I. P. C.

A WM 23 Sd (blank)[Palisades Interstate Park Commission] .25

New York City - Bronx 628 (Reported by Sam Ruggeri)
ORCHARD BEACH TURNSTILE M.A.B.

C WM 23 Bar Good For One Zone M.A.B. [Manhattan And Bronx] .20

OHIOMassillon 535 (Reported by John Wilcox)
FIDELITY MOTOR BUS LINES

G Bz 23 F-sc Good For One Student Fare .15

MANUFACTURERS' SAMPLESGroup 19 (Reported by Duane Feisel)
MEYER & WENTHE CHICAGO

AE WM 16 W Good For One Fare

CANADA - ONTARIOPasses 999 (Reported by Ross Thorpe)
ROOSEVELT BRIDGE (BRIDGE)

C o B Oc Sd (incused numerals)[32mm]

[Metal passes used by Canadian Indians of the St. Regis Band of the Mohawk Tribe, Iroquois Confederacy.]

= NOTES BY RALPH FREIBERG =

Even though there aren't many listings this month, getting information on them has been like trying to pull teeth. In some cases I still don't have all the information I'd like. The Anchorage token was reported by J. Douglas Williams, who attends school in Seattle but resides in Alaska during the summers. The red plastic token has been in use since the first of this year, and is used mainly as a convenience token for military inductees reporting to Elmendorf Air Force Base or to Fort Richardson. The fare in Anchorage is 25¢, but Elmendorf and Ft. Richardson are beyond the 25¢ limit, and if you don't have a token the cash fare is 50¢ to the former and 60¢ to the latter. So the inductees are given these tokens so they can get to the base without having to pay the cash fare themselves. Mr. Williams and his father spent a few months trying to obtain a supply of these tokens for the New Issues Service, and we are grateful for their perseverance, which finally got us our supply!

Tex Barnett obtained 3 different solid Anoka tokens, one brass, one white metal, one aluminum, from the token manufacturer. The WM and aluminum tokens are considered unpunched solids, as tokens in these metals have been used, with cut-outs. But no brass token was ever used, so this one is a pattern. Fred Cleveland also has one of

these brass patterns. Four different dies were used on Minn 50 L M N O, so it is possible there would be 4 different dies on each of these tokens. All of the Anoka tokens are now obsolete. At the Minneapolis Convention, John Coffee and I rode this bus up to Anoka on one side of the river, returning on the other side of the river.

The Bear Mountain, N.Y., token is only used during the summer. There's a boat that runs from New York to Bear Mountain, and when you get there and want to go to the top of the mountain, there's a bus that will take you there. You either walk or take this bus. A couple of years ago we were told the fare was 15¢, and to get on the bus either at the bottom or at the top, you had to pass through a turnstile and therefore needed a token. We've been told that tokens are also used at a children's swimming pool at Bear Mountain, and this is why, although we've known about this token for two years, we've held up the listing. We wanted to learn if this token was also used at the swimming pool, or if the swim token was a different one. We've also heard reports of a brass or bronze token, but have never seen one. Since the token was first reported by Herb Zilber, we've also had correspondence about it from Foster Pollack, Lawrence Matthias, E.S. Jacob, and Robert Misdom. The boat stops running by Labor Day, but maybe next year someone can tell me if there is a brass token, and what kind of token, if any, is used at the swimming pool up there!

I've never been precisely certain where the Orchard Beach Turnstile is located, but now I think I have a pretty good idea, and on my next trip to New York I'm going to go out and find it! This area formerly was serviced by the Surface Transportation Corp., but has now been taken over by the New York City Transit Authority through one of its subsidiaries, the Manhattan And Bronx Transit Authority. When they took over, they inherited the 23mm tokens listed as NY 628 A, and these tokens are used during the summer months (again, only up to Labor Day) when traffic is heavy, to expedite the movement of crowds of people. Buses are loaded through an area controlled by turnstiles. Well, they ran short of 628 A and had to order more tokens, and this time of course they had the initials of the new outfit put on the tokens: M.A.B. They tell us they have only about 8,000 tokens on hand altogether (both 628 A and B), so they won't sell us any for the New Issues Service. However, if the fare goes up to 25¢ next year they will use quarters instead of tokens, and consequently probably will be willing to sell us 160 of them. Meanwhile we just sit on our hands and wait. So even if NY 628 A is marked obsolete, it is being used during the summer months. If the fare doesn't go up to 25¢ next summer, perhaps--we hope--some New York collectors will make trips out there and pick up a few at a time for us.

I would also like to learn exactly when the N.Y. Transit Authority took over the Surface Transportation Corp. If anyone can tell us, please do so.

A couple years back Larry Freeman reported that the companies in Warren and Massillon, Ohio, were owned by the same firm and that student tokens of Warren were also used in Massillon. Apparently some time since then they needed more tokens, so came up with new ones inscribed with the name of the Fidelity company. This is another token the company won't sell to us, so even though we can't supply them through the N.I.S., we'll go ahead and list the token now.

September and October are generally the months when new school or student tokens appear. There's always a chance that companies we haven't checked recently will be using a new school token. It has been the policy of the New Issues Service to get tokens for its members at a minimum price, and to get a certain quantity at one time so members can be taken care of. Sometimes this isn't possible, so occasionally in these situations some member can get them in small quantities--five or ten at a time--and in these situations we'd rather collectors dealt directly with the member who can get them.

We made an error in listing Ohio 900 C last month. We said the token is brass. It should have been listed as aluminum.

On the Ontario pass, please note that this is the same type of pass as the one listed (erroneously as a regular token) as Quebec 620 Q. Que 620 Q will be relisted as Que 999 A in the next Catalogue. "Member of the Band," by the way, doesn't mean someone who plays a musical instrument! The "band" refers to an Indian tribe.

With regard to the pass just listed: in 1890 the New York Central RR built a bridge connecting New York and Canada. In 1934 this bridge was planked for vehicular traffic, and the bridge was then used for automobile traffic. Mr. Thorpe reports

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that these passes were used between 1934 and 1963, when the new Seaway International Bridge was complete and the toll system changed. This is the same bridge that uses the token Ontario 200 A, or NY 560 A. However there is some conflict about the dates of use, because Mr. Nicolosi heard from L.G. Daye, Accountant of the bridge, who thought the passes were used from 1959 to 1961. Possibly only 1000 of these were struck as they are all numbered and the number on the reverse of Mr. Thorpe's pass has the number A 968 on it. Had someone known about these in 1960 we might have been able to get a supply of them, but as it is now, the N.I.S. won't be able to supply them. The bridge pictured on the pass was demolished when the new Seaway Bridge was opened. We listed the other token under Cornwall in October 1960; I don't know if the token Ont 200 A pictures the old Roosevelt Bridge or the new Seaway Bridge. In return for the right-of-way through an Indian reservation, Indians on the Canadian side are given free transportation. After metal passes were discontinued, Indians were given a pass that looks like a credit card. If these cards have magnetic coding to open a gate, or are just shown, I don't know.

A letter from Kermit Streeter reports a raise in fares on Red Arrow Lines; it's now 30¢, with tokens selling at 28¢.

A letter from Byron Johnson also reports, mainly for its amusement value, a token inscribed "Good For Free Ride on a Dinosaur." It's aluminum, 34.5mm. As soon as someone tells us where the live dinosaur is to ride on, we'll list the token. He also reports a brass 21mm token inscribed "Bellevue Transportation Co.," which may be from the Seattle area. Any help on this will be appreciated.

= SEPTEMBER NEW ISSUES SERVICE REPORT = By John G. Nicolosi

We head this month with a nice token that was very hard to come by, Alaska 50 C. The company wouldn't cooperate with us at all, but J.D. Williams and his father, of Anchorage and Seattle, went to a lot of trouble to get us a supply. We only have enough of these to supply regular members, but if we can get any more, we'll also supply the associate members of N.I.S.

Also this month you will receive England 90 AR and 415 BG, and for these our thanks to Kenny Smith and Don Capper.

You'll also receive the M.C.T. Concessionary token, described in an article in last month's Fare Box, and we are grateful to Mr. Capper for these tokens. Only have enough of these to supply the first 50 N.I.S. members, so if your N.I.S. number is over 50, you'll understand why you aren't getting the token.

A couple other nice tokens are in the works for next month, including an airport bus token from San Francisco.

This month we welcome Grant Schmalgemeier as a new regular member, and J.R. Smith of Indianapolis as an associate member.

= NORTH EAST VECTURIST CONVENTION ON VETERANS DAY =

The North Eastern Vecturist Association would like to remind everybody to send in those reservations for the Fifth Anniversary Celebration, which will be held at the Piccadilly Hotel in New York City, on Saturday, November 11. Get the cards back to Ralph Hinde so he can make sufficient space is available for those who want to enjoy themselves at this "mini-convention."

Bus service has been restored in Casper, Wyoming, after a lapse of 10 years, by Cowboy Transportation, Inc.the only passenger rail service in Hawaii will soon begin on a 6-mile route using 2 cars & a caboose capable of handling 200 passengers. The trains will be hauled by a replica of the Civil War locomotive "The General," and fares will be \$1 one-way, \$1.75 round trip.

DELAWARE

Wilmington 3900 (Reported by Ralph Winant)
COURTESY OF WILMINGTON MEDICAL CENTER DELAWARE DIVISION
NOT FOR SALE
E B 23 Sd (same as obverse)(by 8/67--) \$0.25

FLORIDA

Gainesville 3300 (Reported by DHF)
CITY OF GAINESVILLE FLORIDA
A B 23 Sd Off-Street Parking Meter Token (9/66-) .15

ILLINOIS

Chicago 3150 (Reported by Jerome Archer & Philip Mandel)
FORKOSH MEMORIAL HOSPITAL (GATE)
BL Bz 25 Sd Parcoa Token (gate)(Rev. E)(circa 2/67-) .25
(0: gate arm points to ...)
a. (S)
b. (P)

East St. Louis 3250 (J reported by Freiberg; K ex-Unid. 3032, loc. by Nicolosi)
PARKING CHECK FOR STADIUM MOTOR HOTEL
J o B 23 Sd Drop Token In Box At Exit Gate (circa 1/67) .25
MISSOURI AVENUE REALTY COMPANY
K B 25 Sd Courtesy Parking Token .25

MISSOURI

St. Louis 3910 (ex-Unid. 3028 & 3032, locations by Nicolosi)
CARDINAL GLENNON HOSPITAL
J B 25 Sd (same as obverse) .25
THE TOWER
K B 23 Sd Courtesy Parking Token .25

TEXAS

Dallas 3255 (Reported by T.M. Murdock & John Clymer)
METHODIST HOSPITAL DALLAS, TEXAS (GATE)
O Bz 25 Sd Parcoa Token (gate)(Rev. D) .25
Lubbock 3565 (Reported by Walter Hinkle)
WEST TEXAS CLINIC LUBBOCK, TEXAS (GATE)
A Bz 25 Sd Parcoa Token (gate)(Rev. D)(3/8/62-) .25

WISCONSIN

Milwaukee 3510 (Reported by A.H. Erickson)
EDISON LIQUOR CORP MILWAUKEE, WISCONSIN (PROPELLOR)
Z B 23 Sd (same as obverse) .25
JEWISH COMMUNITY / CENTER / OF MILWAUKEE
AA B 23 Sd Parking / Token (2 stars) .25

UNIDENTIFIED (Reported by N.E.V.A.)

ROBOT PARKING SYSTEM
3039 Bz 25 Bar (blank)(scrollwork)

ADDITIONS & CORRECTIONS

Ill 3025 B: Reverse, word is SPACE, not SPACES (4/67)
Texas 3255 H: add (Rev. E)
Wisc 3510 X: delete variety listing of 8/67
France 3760 A: add variety listing: a. (plain)
b. (c/s O&R: numeral from 1 to 6)

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

Thanks to the cooperation of many individuals, we have a nice listing of tokens this month. Those of you who have unreported tokens, please make an effort to get the information to me. Verification of information for a number of tokens is in progress which means good listings in the months ahead.

The new token from Wilmington, Del., is for use in a guest parking lot. The hospital does not want to part with any of their tokens because of heavy usage in their lot.

Special metered parking lots in Gainesville, Fla., are provided with meters that will accept the newly listed token. The tokens will not work in street meters. While there is no definite information on this, it appears that the tokens are used in conjunction with a merchants' parking validation plan.

The Forkosh tokens are used in a gate-controlled parking lot for hospital guests, and visitors. The hospital will not mail out tokens, but local collectors have been able to secure them. Of the varieties listed, the b variety has a die defect in that the background scrollwork is very weak or absent in the vicinity of the word HOSPITAL.

The token for the Stadium Motor Hotel may prove to be very scarce in spite of its recent usage. When Ralph Freiberg was in St. Louis last December on a trip with "his" basketball team, he noticed the parking gate installation at the Motor Hotel and inquired about it. The gate was not yet in use, but Ralph was able to talk his way into a few of the tokens. Despite continued efforts, no additional information could be obtained by letter writing. Now in August, Harold Ford visited the motel and learned that the management did not like the gate after about a month of operation, and the gate and all the tokens were returned to the manufacturer. Unless some of the tokens are put into emergency use at some other gate installation (which does happen on occasion with tokens returned to the manufacturer which in most cases is really the local representative), they will be quite rare.

The complete story is not yet in for the Missouri Avenue Realty Company token. No one has been able to locate this specific company, so they may be out of business. However, the tokens, along with MSPT 3051 D, are used by a clothing store for a gate-controlled lot for use by patrons. This clothing store was not willing to supply information or tokens in response to my inquiry.

Many collectors are aware apparently of the location for the Cardinal Glennon Hospital token since the hospital would not supply me with even one token due to "the need and many requests."

The Tower is an apartment building that has a parking lot for residents. The lot usually has an attendant, but in the late night and early morning hours, residents must use a token to gain entrance to the lot which is gate-controlled in off-hours.

A special gate-controlled lot used by drivers coming to pick up hospital employees uses Tex 3255 O. The employees have to sign for the tokens which are used to gain exit from the special lot. John Clymer writes that he spent a number of days in the hospital back in February and had inquired about the parking tokens then, but he was told no tokens were used. The reverse die type indicates that the tokens were probably put into use before 1967.

Patients at the West Texas Clinic are given tokens to provide exit from a special parking lot. While the clinic was not willing to supply a quantity of the tokens to me, they have been cooperative with those who send 25¢ and a stamped envelope along with a polite request for the token.

The new Edison Liquor Corp. token from Milwaukee is what I had reported last month as a variety of X. It has been pointed out to me that what I reported as the b variety was actually a new listing since the X token has a period after CORP., while the new listing does not. Also the X token has a device which I call a curlique, while the new Z has a propellor device.

The new report for the Jewish Community Center token involves a change in word placement on obverse, plus a new reverse device. Note the wording arrangement as indicated by the slash marks. For 3510 H (and 3510 I, except for misspelling), the arrangement is JEWISH / COMMUNITY / CENTER / OF MILWAUKEE; the reverse carries the propellor device.

The new unidentified listing may fall into the MSPT category, but definitive in-

-September 1967-
formation is lacking. Who can help on this one?

In the Additions & Corrections section, a few comments are in order. The correction for III 3025 B applies only to that token, and not to A. Through diligent effort, Doug Ferguson was able to come up with a great deal of information about the Rouen, France, parking tokens. The following information concerning the token was received from France, and translated by Mr. Ferguson's secretary:

"These tokens are numbered 1 to 6. Each number represents a day of the week and the token without a number is used on Sundays. This procedure allows the person in charge to know the daily movement of cars since the token given when a car enters the parking lot is turned in when the car leaves. This system also allows for the detection of possible fraud, and the evaluation of its extent. In effect--if a client enters on Monday (therefore holding Number 1 token) should he take his car on Tuesday and claim that he had parked only one hour, the person in charge would immediately be aware of this attempted fraud since the Tuesday token is numbered '2' and that is the token the client should turn in upon leaving."

It is interesting that this information is more detailed than what is obtained usually for tokens from the United States! The existence of the larger B token was questioned by Mr. Ferguson; a careful check of the A and B tokens I have shows a definite size difference. It is possible that the parking lot intended only one size token, but there were wide variations in size of the manufactured piece. In the absence of specific information, the B listing for Rouen will be kept.

PTNIS members face a lean month this time despite the extensive listing. Through the efforts of Philip Mandel, a supply of the III 3150 BLB token has been obtained, but in insufficient quantity for all members of PTNIS; an effort is being made to secure additional tokens, but if these are not obtained, then the supply will go to PTNIS members based on "seniority of membership." This token, along with the two tokens mentioned last month, will be delayed in distribution until other new issues can also be included.

This may be a good time to point out that comments concerning my ability or inability to obtain tokens from a given source may not always apply to other inquiries. It often happens that I will be turned down (perhaps because I also ask for information which requires a bit of effort on the part of the person making the reply), while others can obtain a token by sending money and a simple request. Since I do not usually have the time to "work" at getting a token from a source beyond my original (or second or third if no reply is received) request, if I comment that I did not obtain a token this usually means that I still need one for my collection. Those of you more fortunate than I in obtaining specimens of reported tokens (but who are not so involved in working on new reports) might keep this in mind should you be even more fortunate to obtain a duplicate.

= NEW FINDS =

We are resuscitating this department in the hope that it will bring in reports of new finds by our members--of census tokens. Not too many have been reported over the summer. J. Douglas Ferguson reports one piece of good fortune:

"Back in June one of the senior employees of our company brought in a small group of coins and asked me to check them over and let her know of any value they contained, as the woman who occasionally helped her with housework had had them for a number of years. Her husband had retained any old piece that came their way. There wasn't a coin in the group worth more than 50¢ and they were of the type that almost every family has around their home. But there was one token in the group which I didn't recognize. To my delight it turned out to be Texas 950 A. How it ever got up to Canada and mixed with a miscellaneous group of about 40 coins would be impossible to determine!"

And Jack R. Smith helped an antique dealer load some furniture, and for his trouble was given some tokens, among which was a beautiful example of Ind 460 C, being only the third one known to exist! That was luck!

If you have picked up a census token from a source outside the AVA during the summer, write and share the story of your good fortune with the rest of us.

-Page 134-

FOR SALE: Ariz 1000 B 20¢, C 20¢; Colo 300 F G 60¢ set; Ariz 640 E \$1.05; Minn 600 B 35¢; Ga 690 A 40¢; Quebec 345 J thru Q \$3.50; Alta 140 A 25¢; N. Scotia 100 M 25¢; Que 620 AD AE \$1.15 set; Denmark 160 E F 80¢ set.

John G. Nicolosi - 3002 Galindo St. - Oakland, Calif. 94601

HAVE KANS 690 B for trade, and NY 780 C. I need Texas 5 B, 30 C, 65 B, 135 B, 590 B. Harry L. Strough - 2703 Milam - Houston, Tex. 77006

FOR TRADE: Alas 450 I; Ariz 1000 G; Calif 320 A, 300 H, 450 I, 575 H I, 50 C, 395 Ia Ib; Ill 370 B D, 690 C, 755 A F, 815 A, 890 A D; Ind 850 R; Kans 150 A, 250 B, 450 G, 820 D, 880 B, 940 B C; Ky 10 N, 150 D E, 480 E S, 510 BL, 680 E; La 730 A; Md 60 AH, 380 A, 770 A; Mass 115 N T, 135 A, 355 A, 550 H, 760 A, 970 D, 997 C.

Robert Kelley - 6315 Parkview Circle - Mason, Ohio 45040

MUSCATINE, IOWA, MERCHANTS BRIDGE TICKETS. Six different for sale at 50¢ each.

Will trade Iowa 640 J for any 10 trade tokens from Kans., Okla., Colo., Nev., or Idaho, that I can use. Will also trade western trade tokens. Have hundreds of duplicates. = Marie A. Johnson - Box 176 - Tecumseh, Mich. 49286

I have a variety of Trade, NCO, and Consumer Tax tokens that I want to trade for TTs that I need. Also have about 500 diff. TTs on my Trade List. Would like to exchange with other collectors. I need hundreds of TTs that catalogue 15¢.

E.M. Rice - 212 Westhaven Drive - Austin, Tex. 78746

WILL TRADE Ark 3360 A for any 2 15¢ or 1 25¢ parking token; will buy Arkansas transportation tokens at catalogue.

Walt Hinkle - 526 North 36th - Fort Smith, Ark. 72901

COLLECTORS WHO ARE JUST STARTING: Will sell 40 different from Washington State, all different major listed varieties, price \$10.00. Money back if not satisfied.

Clarence E. Heppner - 1331 Third Avenue - Seattle, Wash. 98101

FOR SALE: 3 diff. trade tokens containing name of city & state for \$1.00, or will trade for your 3 with city & state. Will also buy trade tokens from Ky., Ind., and Ohio. Describe and price in first letter.

Stanley Buckley - 23 18th Street - Newport, Ky. 41071

PARKING TOKENS WANTED: Ill 3150 Bc Ga Ha Kab Oa Pa Tab Ya ABab ALd AOD AR AS BD BE BFac BH BI, 3200 Aa, 3640 Db E; NC 3020 Aa, 3110 Aa, 3630 Eb Gb. I have many good PT dups or will trade some of my duplicate TTs that catalogue up to \$1.00.

Harold V. Ford - 1999 Garepar Drive - Oakland, Calif. 94611

FOR TRADE FOR OTHER U.S. TTs: Calif 395 G, 445 B C; NY 630 AN; Pa 765 Z.

Lazear Israel - 936 S. Genesee Ave. - Los Angeles, Calif. 90036

BEST TRADE TAKES: Alas 450 F, Ida 440 G; Haw 540 A; Ore 700 B. Want only U.S. TTs.

Frank W. Guernsey - 3725 N.E. 17th Ave. - Portland, Ore. 97212

I have for trade Ill 3150 AT, for \$2.50 in parking tokens. Send me a list of what you have to trade.

Robert Knoblock - 876 Payne Avenue - St. Paul, Minn. 55101

NOVA SCOTIA 200 B or Unid. 63 (Charlie Chaplin Jitney) for best offer in Colorado transit tokens. Will trade Colo 260 N O for any of the following: Alas 400 B; Fla 900 A; Ky 280 A B C E; Pa 445 A B. Exchange personal tokens.

Syd Joseph - 870 So. Hudson St. - Denver, Colo. 80222

CUSTOM-MADE PLACE MATS MADE FROM AN EXACT REPLICA of the first vecturist display to win First Prize in the token field in the Canadian Numismatic Assn. An exact replica of this display of Cape Breton transit tokens on neat place mats. Only 49¢ a dozen postpaid. = Jack Stephens - Box 131 - Sydney, Nova Scotia

FOR SALE: Australia 480 XA \$1.25; XB 45¢; Pa 750 W 70¢, postpaid.

Al Zaika - P.O. Box 65 - Bellmawr, N.J. 08030

FOLLOWING PA. TT's NEEDED FOR MY COLLECTION: 20 A, 25 B, 55 A, 65 I, 195 E K, 255 A, 340 B, 765 K, 975 D, 425 B, 525 V, 605 C, 725 A B, 750 N Y. Also need many listed at \$3.50, \$5, and \$7.50. I have many rare & desirable Civil War tokens, merchants tokens, etc., for trade, or will buy outright.

Dr. Herman Aqua - 487 Bennett St. - Luzerne, Pa. 18709

FOR SALE: Md 60 I, \$3.50; 60 J, 50¢ (realized \$2 in AVA auction); 60 Q, \$2.25; 60 U, \$1; 60 V, \$1.75 (realized \$2.60), or one of each for \$7.50 postpaid.

B.G. Egerton - 1008 Winding Way - Baltimore, Md. 21210

I AM A TRADER. Let's trade my tokens list for yours. Trading my extras for yours at Cat. values. = Glen Williams - 504 E. 10th St. - Fond du Lac, Wisc. 54935

-September 1937-
 I will trade TTs & PTs for trade tokens of Calif. & other western & southwestern states; also for military & telephone tokens that I need. Have many to trade or I will buy for cash. Please write.
 Norman E. Sherman - 4295 Marina Drive - Santa Barbara, Calif. 93105

NOW AVAILABLE: My Calling Card in beautiful 32mm brass featuring AVA seal on reverse. Free to those who have already sent me their card. 50¢ each to all others.
 Donald N. Mazeau - P.O. Box 31 - Clinton, Conn. 06413

Let's Get Trading going this Fall and make new friends. You send 3 to 6 TTs and I'll send the same number back to you in different ones. You get what you need and I get what I need. No lists. You choose yours, I'll choose mine. For better tokens I have Ohio 440 C. Am interested in any Mansfield, Ohio, tokens. Come on, let's make a deal. = Jeff Brashares - 825 Peaceful Path - Mansfield, Ohio 44907

FOR SALE: old RAILROAD Magazines for years 1944 thru 1949, 75¢ each. Each issue contains a history of various street railways and interurbans. If you have a favorite line please let me know, maybe I have a copy with your very line.
 Morton H. Dawson - 182 Whiting Lane - West Hartford, Conn. 06119

DID YOU KNOW THAT Larry Edell is selling 10 different transit tokens for only 75¢ plus postage? And that he'll trade his 10 different for your ten diff? And that he'll tell you about his other offers for a stamp? Well, he will, and you can write him at: 10427 117th Street - South Richmond Hill, New York 11419.

I NEED Ark 105 A B C, 190 A, 450 A C, 480 B thru L, 885 E F; Okla 380 B C, 860 J L P Q; Tex 50 E F, 60 A, 65 A E F G, 760 C D. Will trade Ark 360 D E F G, 720 B; Okla 10 A, 20 A, 70 A C, 180 A, 280 C, 330 E, 380 A, 700 C E, 800 A D E, 860 A B C E; Tex 5 Aa Ab, 30 B, 50 B, 145 A D I J, 255 C G J, 340 E, 630 B, 690 A, 710 F, 750 B, 760 E, 840 A, 925 B C, 940 A B, 945 A, 985 B, or will buy.
 H.C. Reidling - 11516 Flamingo Lane - Dallas, Tex. 75218

FOR TRADE: Ala 740 A; Fla 690 C, 540 C; Ga 20 B, 70 A B D E, 240 B C D F, 580 D E F H, 630 B; Ill 4 A G; Conn 240 A; Ark 285 B, 405 B; La 30 E F, 670 C; Miss 500 C, 900 Ia Ib J K. Fla 3470 A, 3630 A, 3840 A, 3985 A; Miss 3960 A; Tex 3255 E. Send your trading list.
 Lou Crawford - Box E - Long Beach, Mississippi 39560

PARKING TOKEN COLLECTION of approximately 400 tokens for sale as a lot. Best offer in transportation tokens or cash. Listing of tokens provided on request.
 E.J. Miller - 3257 Idaho Lane - Costa Mesa, Calif. 92626

FOR SALE: a variety of old trade checks, anniversary pieces, parking tokens, Civil War store cards and bakery tokens at reasonable prices. Will also trade for hotel tokens. List mailed upon request.
 A.W. Siebert - 10201 Plymouth Road - Apt 15 - Detroit, Mich. 48204

THE FOLLOWING TOKENS FOR TRADE ONLY for equal value in tokens from New York and New England states: Mo 350 C; Minn 540 Eb F; Iowa 150 A (holed) and B; Conn 290 O; Md 60 Q. Will swap my personal token for yours.
 Ralph A. Hinde - 225-30 106th Avenue - Jamaica, N.Y. 11429

MAIL BID SALE: Iowa 150 A B; Md 60 AN; Minn 540 A; Wisc 510 J, 600 B, 790 A. France 480 C I; Germany (streetcar) 340 C. Sweden 820 GL.
 Gerald E. Johnson - 1921 Chase Street - Wisconsin Rapids, Wis. 54494

LIST OF TRANSIT FANS who collect items other than tokens now ready at 15¢ per copy. Write for form to get on next list if you collect TRANSFERS, TOKENS, TICKETS, PASSES, MAPS, PHOTOS, POSTCARDS, SCHEDULES, etc. Am making up list of various transportation organizations; let me know of those you think belong.
 Harry R. Porter - 1042 Bardstom Road - Louisville, Ky. 40204

WANTED: horsecar tokens Iowa 590 B; Ill 195 B. Pay cash or trade Kans 640 A or 880 A. Token for token. ALSO WANTED: horsecar tokens Ala 600 A; Mich 590 B; Minn 230 D; Ohio 230 B C; Wisc 510 C. Have census & unique to trade: Ore 800 A; Minn 230 E, 630 B (unique) and NJ 20 B (in aluminum; unique). Or will pay cash.
 Gordon Yowell - P.O. Box 1231 - Walla Walla, Wash. 99362

AUCTION: Calif 575 Q; Colo 260 P; Ind 500 A; Kans 30 C; Ky 10 O (plated), 45 A B; Mich 75 B, 225 L M N, 775 B; Minn 600 B; Nev 100 B; NY 630 AC, 631 L S; Ohio 175 2, 440 A C E; PkLa 590 D; Ore 970 A; Pa 515 B, 985 D E; Wash 780 S; Ontario 675 F; Man. 30 13 F G; Germany 235 B, 390 P, 480 A; Penna 3120 D. Also many TTs & PTs to swap.
 Don McKelvey - 2822 19th Avenue - Port Huron, Mich. 48060

SEND ME YOUR WANT-LIST of tokens. Have 1,500 diff. to trade. MAIL BID: Canada, Quebec 360 B; BC 700 A B Ca Cb, 850 B E F; Ont 125 A, 675 F G H.

George H. Wyatt - Skylark Lane - Lunenburg, Mass. 01462
 ALL FOR ONE DOLLAR: Calif 715 R, two Cal 715 S, and two Cal 715 U (postpaid). I also have 5 diff. Glendale (Cal 320) tokens for 95¢ postpaid. 100 all diff. tokens for \$10.50; 250 diff. for \$30; 300 diff. for \$39. Postpaid in kraft envelopes.
 Ken Hayes - 3300-D Mensch Ct. - Carmichael, Calif. 95608

NEW MEMBER NEEDS transportation tokens for collection and trading stock. Will trade Wyoming 75th Anniversary Medal (1965 - nickel silver) for any 10 diff. TT's.

Frank Cory - 321 East 17th Street - Cheyenne, Wyo. 82001
 QUEBEC FOR SALE: 60 A 35¢; 100 Aa Ab B 25¢; 120 A B 25¢, C \$1.50; 150 A D 25¢, B 35¢; 190 A B 25¢, 200 Aa 30¢, B 25¢, 345 G H 25¢, J 30¢, 360 A 30¢, B E 75¢, C 40¢, D G 25¢, F 35¢, 460 A 25¢, 620 R Z X AC 35¢, AD 55¢, AE 75¢, 745 I 35¢, K L M O 25¢, 750 A B 30¢, 780 A Ba Bb 25¢, 800 M N 25¢, 825 A B 25¢, 850 A C D G H 25¢, 870 Aa Ab B 25¢, C 45¢, D 55¢, E 65¢, 950 A B C 24¢, 970 A 35¢, 3620 B 35¢, 3850 A 25¢.
 Barry Uman - 4155 A Mackenzie St. - Montreal 26, P.Q., Canada

WILL TRADE 1 TRADE DOLLAR 1878-S for tokens I need in my collection.
 Robert Miedom - P.O. Box 731, Pamapo Station - Bayonne, N.J. 07002

FOR SALE: Nottingham, England 560 AH AI AJ AK AL AM AR AS AU AV, BG BH BJ BP, \$2.65.
 trade: Kans 940 N for NJ 310 A or NY 625 B or C. My personal card token for yours!
 J.H. Wilcox (Jack the Mailman) - 310 Washington Pl. - No. Brunswick, N.J. 08902
 STILL MORE TOKENS FOR TRADE: Mich 605 B F I K; NJ 290 A; NY 285 B, 630 B, 780 A; Ohio 165 O, 725 A; Pa 195 H, 495 F, 725 A, 750 A M AD AE, 765 E Jb Q R, 965 C D G; SD 260 A B, 370 A; Tenn 430 D; Wisc 180 B, 360 A, 500 B, 510 M, 870 A, DC 500 M; Ky 510 AC; Miss 660 A C--plus thousands more. I want TT to help my own collection, military tokens, trade checks from California.

Duane H. Feisel - P.O. Box 11661 - Palo Alto, Calif. 94306

ISTANBUL ELECTRIC TUNNEL & TRAMWAYS: first class student token (Turkey 400 B) was quite scarce until I discovered a small hoard recently. This hexagonal brass token is from the oldest subway in continental Europe--50¢ plus stamped envelope. Have Buenos Aires horsecar (Argentina 160 E), Moscow & Leningrad subways, and other scarce pieces for trade. Plastic & metal tokens made to order.

J.M. Kotler - P.O. Box 248 - Glencoe, Ill. 60022

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American Vecturist Assn. - P.O. Box 1204 - Boston, Mass. 02104

= ALL AUCTIONS IN THIS ISSUE CLOSE NOVEMBER 13 =

= RULES FOR ADVERTISING IN THE FARE BOX =

Every member of the A.V.A. is entitled to a free 6-line ad in every issue, if desired. But if your ad copy runs over 6 lines it will be cut to six unless you specify that you are willing to pay 85¢ per line for any lines over six.

Ad copy must be placed on separate sheet of paper, either printed or typed, with name & address. Ad must be different each insertion and must be submitted each month. Don't send more than one at a time as they will get lost. Use a postcard if you can.

Auctions may include any tokens except those listed at under 25¢ in Atwood or Feisel or Smith, and except those which are still in use regardless of value. But cheap tokens may be offered for sale at any specified price you wish.

Purchasers have the right to return any tokens purchased within 15 days for full refund with no questions asked, according to the A.V.A. Code of Ethics.

THE FARE BOX

A Monthly News-Letter for

Transportation Token Collectors

W ISSUES EDITOR

RALPH FREIBERG

532 Ashbury Street

San Francisco, California

94117

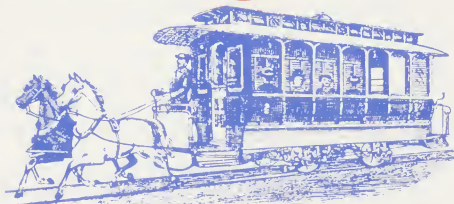
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Parking Tokens

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Palo Alto, California

94306

VOLUME 21, NUMBER 10

OCTOBER, 1967

OUR 244th ISSUE

This issue is up to date as of 5:15 p.m., November 18. It's obviously futile to set deadlines around here, so I won't do it. If possible, I do intend to issue a small November issue as soon as possible, perhaps even next week, in an effort to make the date on the masthead correspond more accurately to the actual mailing date. So send in your ads and articles as soon as you can. But I won't make any promises or predictions about when the next issue comes out.

This issue contains two pages of photographs of tokens in the Ford, Freiberg, and Coffee collections, together with a 2-page story on ferry tokens by your Editor. The photos of ferry tokens are self-explanatory. Pictures of Ill 600 A and D will help you to differentiate between those two tokens. The picture of Ill 220 Db shows no trace of the word "Way" on reverse, and I wonder if it was ever there. This may be an entirely different major variety. On the other side of the sheet I have included enlargements (3 diameters) of NJ 555 D. I've had an odd variety of this token in my collection for some years, and as it seems to be very rare I wonder if it is really a counterfeit. Certainly the die work is much cruder than that on the regular common token, which is also pictured. Would like to hear from anyone owning the die variety with the primitive workmanship. There are also photos of 40 misstruck tokens owned by Ralph Freiberg, just to give you some idea of the kind of accidents that can happen when tokens are manufactured. The most interesting is the one on the far right in the 4th row down—it seems to be a Lincoln cent that was struck on a nickel planchet, which was then made into a fare token planchet with a "U" in the center. We can't figure that one out at all! Larry Freeman will be surprised when he sees this photo of himself and his huge token, in the lower left of the sheet. The man in the center of the token is Tom Johnson, elected Mayor of Cleveland by promising to cut the fare to 3¢ and institute use of these 3¢ tokens. He won; the fare went to 3¢!

The Editor enjoyed the 5th Anniversary Convention of the North East Vecturist Assn. in New York on November 11. We had about 40 people present including wives, on the penthouse floor of the Picadilly Hotel on 45th Street. Joe Allis' beautiful collection of celluloid & vulcanite tokens was on display.

The Editor wishes to take this opportunity to congratulate A.V.A. member F.J. Bingen of Capelle A/D IJssel, Holland, as recipient of the 1967 "Fare Box Literary Award" for his article "Transport on the River Seine in Paris."



= MAKING FOIL IMPRESSIONS =

By Sam Ruggeri

Anyone who has tried to make decent rubbings of coins or tokens knows that at best they are poor. I have come across a method for making aluminum foil impressions which makes rubbings obsolete and produces really fine specimens in lieu of the actual pieces. The method was detailed by Dr. Kenneth Gaver, of Montreal, in a letter to *Coins Magazine*, shortly before he died. The letter was printed on page 6 of the September 1967 issue.

For those who don't have access to the magazine I will briefly describe the method here. Cut two 2x2 pieces of $\frac{1}{4}$ " plywood and glue a 2x2 piece of $\frac{1}{4}$ " rubber rug padding to each one. Next you will need a 4" or 6" C-clamp and a roll of aluminum foil (not quilted).

To make an impression, cut a piece of foil to 2" x 4" and fold into a 2" x 2" shape, with the matte surface out. Place the token between the folds of the aluminum and lay it on one of the rubber surfaces. Place the other rubber surfaced block on top and put the whole thing into the C-clamp. Tighten the C-clamp as tightly as possible, let sit for a couple of minutes and then release the clamp.

The foil impression so produced gives the orientation of the reverse with respect to the obverse, and the matte surface shows striking imperfections, scratches and digs, more vividly than the original token.

Once you make the jog, you will never again make rubbings. Also, what a wonderful way for owners of census tokens to make impressions of such tokens available to other members. The impressions are nice enough to mount in 2x2 holders and to add to your collection as space fillers.

= THE HORSESHOE FALLS INCLINE RAILWAY =

This little incline, which uses Ont 565 A (listed this month), operates between the Queen Victoria Park level opposite the Horseshoe Falls to the upper level on Oakes Drive, about 90 feet difference in elevation. The slope of the tracks is 35°. There are two sets of rails and two cars, each designed to carry 40 passengers, with 5 seats, 8 people to a seat. At the upper terminal, Oakes Drive level passengers may reach the installation by walking along Oakes Drive or by coming over the pedestrian bridge from the Seagram Tower area and down a short ramp to the cars.

The incline is designed to relieve vehicular traffic congestion in Queen Victoria Park. Visitors are able to leave their cars on the upper level and get to the centre of attraction--Horseshoe Falls--comfortably and inexpensively. The fare is 10¢, and there is a superb view of both cataracts and the upper rapids from the incline railway itself.

The equipment was manufactured in Switzerland; the installation cost a total of \$265,000. The two cars weigh four tons apiece, and they travel at 200 feet per minute, the trip taking only 57 seconds to complete in one direction. The track is 165½ feet in length. The cars are operated by cable, and there are elaborate safety features in the event the cable should break. If it does break, an electrical brake goes into effect immediately; should the speed of the falling car reach 260 feet per second a mechanical brake on the cable drum goes automatically into position. There is also a service brake on the motor shaft, and a final braking effect which would clamp the cars to the rails.

= SWIMMING POOL OR BUS TOKEN? =

The Editor recently received a rubbing of an interesting aluminum token which leaves us in a quandary. The token is 21mm, pierced, inscribed "GOOD FOR ONE-HALF FARE" on one side. So far so good. But the other side says "EL RENO MUNICIPAL POOL". A reply from El Reno, Okla., Chamber of Commerce says they never heard of the token. Is the "pool" a transportation pool, or just a swimming pool? Any ideas?

= FERRY TOKENS = By J.M. Coffee

FERRY TOKENS have always been a special group by themselves among transportation tokens. There aren't too many of them--probably about 125 varieties of U.S. ferry tokens known so far (and undoubtedly many more yet to be discovered). Thus they are one of the smaller categories of transportation tokens. In terms of types of usage, I imagine that only turnpike and elevator tokens are fewer in quantity than ferry tokens. They are also, for the most part, no longer in use. Very few ferry tokens are in use today. Perhaps half a dozen varieties are current; the rest all belong to history. And they are interesting in history. Ferryboats belong to the lore and mythology of America. In their day, now rapidly disappearing, they helped build America, and many place names survive to tell of some long forgotten ferry. "Martin's Ferry" in West Virginia, for example. Or Harpers Ferry. And the word "Landing" as part of a place name indicates that there once was a ferry landing there. In my travels across America I've visited a number of places where once a faithful ferry crossed a river. I remember standing on the edge of the Monongahela River at Belle Vernon, Pa., and studying nostalgically the remains of the slip where the old Belle Vernon-Speers Ferry tied up. In Mt. Carmel, Ill., one hot Sunday morning in 1964 I hailed the primitive little Fifth Street Ferry, and was the only passenger for a round trip across the muddy Wabash between Illinois and Indiana. Last summer on my way to Minneapolis from Tacoma via the Great Northern Railway, I got a fleeting glimpse from the train window of Oswego, Montana, in an Indian Reservation where old Dan Knapp, the local Indian trader, operated a ferry across the Missouri River during World War I and thereabouts. The river is half a mile from Oswego, and Knapp's old general store was all boarded up now. At Fort Benton, Montana, on a chilly August afternoon in 1959 I stood where Lynch's Baker Street Ferry had landed cowboys from across the Missouri River for a wild night on the town, back in the 1870's when Fort Benton was the biggest town in Montana and starting point for steamboats going down the Missouri for St. Louis. In January, 1948, when I was a freshman at Yale I went by bus to visit a friend at West Point, and recall an exciting trip across the Hudson on the old Newburgh-Beacon Ferry. The ship had been built in 1898, and it crashed across the frozen river, breaking its way through the ice and sending huge pieces of that ice rearing up in front of the ferry as it went.

Because of my special affection for ferryboats, I've always made a special effort to get the tokens they've used, and I have accumulated 104 varieties of U.S. ferry tokens so far, which I keep separate from the rest of my collection, in an album...and from time to time I take them out and look them over, and remind myself of other days and times and small voyages in search of yesterday. Looking at them now, as I write, I believe I could tell a story about every token in the album, and how each one represents, in its own way, a small page of American progress.

Ferry tokens cover over a century of American history, and the most interesting and eye-catching are those which have pictures on them. Only a few show the ferry boat--fourteen in all, I believe. And the pictures hark back to another age. The two from Fort Benton, Montana, show a picture of an Indian canoe, so they really do not qualify, as the canoe was decidedly not what Mr. Lynch used. But aside from the canoes, I believe the most interesting pictorial ferry token is Md 60 H, issued in 1855 by the Federal Hill Ferry Company. Federal Hill is a section of Baltimore, and this ferry connected Federal Hill with downtown Baltimore. The ship was named the "City Block," and the picture on the token is a faithful representation of the boat. Those of you who own the token in extra fine condition will be surprised if you study the picture under a magnifier. The boat has the name "City Block" inscribed on its side, but the die cutter obviously forgot that everything on his die had to be backwards, so he put the name of the boat so that it read correctly on the die, but backwards on the token! I know, off-hand, of no other transportation token with such an interesting mistake on it. The "City Block" was a side-wheeler.

Three years after the Federal Hill Ferry Co. issued its token in Baltimore, the Reed Street Ferry in Philadelphia issued brass and copper tokens picturing their side-wheeler. We know little about this firm, and the mysterious initials "J.H.T." on the tokens. The ship was somewhat larger and grander than the "City Block," if

the picture is a true one, and it had a large star on the wheel box on the side. All examples of the tokens, Pa 750 A and B, that I have seen have been uncirculated, and this leads me to believe that they were never used. They are very attractive little oval tokens, desirable because of the picture and the date, but they are not particularly rare considering how old they are.

In the 1890's or thereabouts the Gloucester Ferry Co. issued large vulcanite ferry tokens, NJ 290 A-D, and if you will examine them closely you will see that the tokens picture two small ferryboats which appear to be coming at you head-on. These tokens are all rare, and the black "5" is extremely rare. Sam Rabinowitz told the story of this line in the November 1963 issue of The Fare Box.

The ferry across the Mississippi between Natchez, Miss., and Vidalia, La., issued 3 varieties of tokens, and from their appearance they probably were struck in the World War I era or shortly thereafter. The ship pictured on the tokens is so grand and elaborate that I suspect it is not a true representation of the ferry, but a nostalgic reminder of the great days of Natchez in ante bellum times, for the boat on the tokens is a large side-wheeler of the "Robert E. Lee" type. I understand that this ferry would carry automobiles only after all gasoline had been siphoned out of their gas tanks. The autos were then pulled onto the ferry by mule, and the gasoline was hauled across the river on a raft behind the ferryboat!

A man named Seth Lee (the name itself bespeaks a bygone era; how many boys are named "Seth" these days?) operated a ferry between 1882 and 1887 between Muskegon and North Muskegon, Michigan. He operated three boats: the "Eric L. Hackley," the "Mary E. Minter," and the "Centennial." Very fine specimens of the brass token he used (Mich 680 A) carry a good likeness of the "Eric L. Hackley," and if you study the bow of the ship you will see the initials "E.L.H." These tokens, once very rare, are now only scarce, and I suspect that Lee was really in the ferry business much longer than the five years indicated by what information I've been able to find.

This about exhausts the pictorial ferry tokens except for the strange little silver one from Philadelphia, Pa 750 C, pictured in this issue enlarged. The token is a mystery. There is really no reason to believe it was a fare token, but it has always been listed as one because of the picture. The initials "JJB" on the token are a mystery, and the ship pictured is certainly no ferryboat. It rather looks like an early ocean-going steamboat, such as the Savannah or the Great Western. There are four or five of these little tokens in collections, and I'd like to learn more about them, because they certainly don't appear to be transportation tokens.

We have several odd-shaped aluminum tokens, pictured in this issue, which are listed from either Dogtown or Carmi, Illinois. I believe that all of these tokens were used on the same ferry at the same place. Probably the Carmi tokens were issued first, and then the operator of the ferry thought it would be cute to change the name of his ferry to "Dogtown Ferry," perhaps in honor of some nickname once prevalent in the town.

Perhaps the oldest ferry token in our catalogue is the Hoboken Ferry token, NY 630 S. The late Bernard Morganthau stated many years ago that this token was issued on July 16, 1836, which may or may not be correct. In any event, the reverse inscription "Car Check" indicates that this may in reality be a token good for a ride on a streetcar or horsecar. Often in the old days it was possible to buy a combination ferry and streetcar ride at a reduced fare. I have several strip tickets which were used in Boston in the 1880's, one ticket being good for a ride on a ferry and an attached ticket being good for a ride on the connecting streetcar. NY 630 S may well have been given to the ferry passenger to pay for his ride on a streetcar that went from the ferry landing to somewhere in New York City.

It is difficult to generalize about ferry tokens, for like the ships on which they were used, they come in all shapes and sizes; some are very beautiful and some are quite plain. And also, again, like the ferries themselves, ferry tokens are rapidly disappearing from the American scene. Soon they will join depotel and horsecar tokens as quaint objects of memorabilia out of our past.

The chief enemy of the ferry, of course, is the bridge. As automobiles proliferate, the demand grows for more and more bridges. We don't like to have to sit and wait for the slow ferryboat. But one thing is certain: we shall never replace the rivers they cross, and so long as there are rivers in this world there will never be enough bridges to cross them. So I imagine that there will always, in some less traveled corner of America, be a ferry or two. And I, for one, am glad there will be.

SOME INTERESTING OLD FERRY TOKENS



Cal 715 F (only 1 known)



Ill 600 A



Ill 600 D



Ill 120 A



Ill 220 A

Ill 220 B



Ill 120 Ba



Ill 120 Bb



Ill 220 Da



Ill 220 Db



Mo 25 A (only 1 known)



Mo 330 A (only 1 known)



NY 830 F (only 1 known)



Mont 690 A (only 1 known)



SD 890 A (only 2 known)



Pa 73 A (only 1 known)



Pa 750 C



Pa 750 C (enlarged 3X)



Quebec 745 A



*Rare Die Variety (or counterfeit) of NJ 555 D
Obverse & Reverse, enlarged three times normal*



*Genuine NJ 555 D Reverse
(enlarged 3X)*



*Genuine NJ 555 D Obverse
(enlarged 3X)*



*A.V.A. Member Larry Freeman displays the
world's largest transportation token--a
huge lead replica of Ohio 175 W, made for
use in the Cleveland Mayoral Campaign of 1907.*



*A collection of mis-struck and off-center
16mm transportation tokens from the col-
lection of Ralph Freiberg.*

= THE FERRY TOKENS OF MANLY, AUSTRALIA =
By C.J. Tindall

This article is reprinted, with permission, from the Australian Numismatic Journal. The author, who is president of the Numismatic Society of South Australia, has since corresponded with Joseph Mark Kotler, who sent us the material. In his later comments, Mr. Tindall added these remarks:

"When I wrote my article I believed (as I had been informed by officers of the Manly Ferry Company) that the use of tokens on the Manly and associated ferries had been discontinued. This, at the time, was correct information and was no doubt based on difficulties which were anticipated to arise with the introduction of decimal currency in Australia. However, within the last few months a completely new set of Manly and associated ferry tokens has been introduced, and these tokens are not at all similar to the tokens which were previously in use."

The tokens discussed in the article that follows are listed on page 212 of the Smith Catalogue. The metal passes are illustrated and listed on pages 3 thru 26.

Of particular interest to the Australian collector of transportation tokens are the "Manly Ferry" tokens issued by the Port Jackson and Manly Steamship Company Ltd. for use by passengers travelling by ferry between Sydney and Manly, New South Wales. As the use of these tokens (with the exception of token season tickets) was discontinued on 1st July, 1964, some consideration of the history of the ferries and the tokens might now be undertaken.

The first ferry to travel between Sydney and Manly on a regular route was "The Brothers" built in Sydney in 1847. This vessel was of 23 gross tons, carried approximately 50 passengers and was a raddle steamer of wooden construction. She was broken up in 1886 at Port Stephens.

"The Brothers" was the first of many vessels which have been used on the Sydney to Manly run. Of the 40 different vessels which have been so used, since 1847, only six now remain in service. These are the "Bellubera," built in 1910 and capable of carrying 1,318 passengers; the "Paragoola," built in 1922 and capable of carrying 1,523 passengers; the "Dee Why," built in 1928 and capable of carrying 1,587 passengers; the "South Steyne," built in 1938 and capable of carrying 1,781 passengers (this vessel is classed as the largest and fastest ferry in the world); the "North Head" (originally the "Barrenjoey," built in 1913 but refitted and recommissioned in 1951), capable of carrying 1,295 passengers and the pride of the fleet, the Hydrofoil Vessel "Manly," built in Japan in 1964, entering service in Australia on 7th January, 1965. This vessel carries 72 passengers in luxurious comfort and has a maximum speed of 36 knots. It is the first hydrofoil vessel to operate in Australia and is certified to operate between Jervis Bay and Port Stephens on the New South Wales Coast.

Tokens were first issued by the company in August, 1947, for adult passengers and they then carried a value of 7d. for the trip. These tokens were made of "Alclad" aluminum (aluminum covered by a specially treated aluminum) and remained unchanged in design during the period of their use. Their value, however, increased over the years to 1/9d. On 1st August, 1963, a second aluminum token was introduced for children's fares. This was larger than the first token but of the same design. These latter tokens were in use for less than a year, being discontinued at the same time as the adults' tokens on 1st July, 1964. They carried a value of 9d.

The company has, for over 50 years, also issued metal season's tickets for each quarter and half year. The shape varies from issue to issue and the period for which the ticket is current is incorporated in the inscription on the obverse of the ticket. Both adults' and apprentices (or students') season tickets are currently still on issue. The tokens and season tickets are made by Amor Proprietary Ltd. of Marshall Street, Surrey Hills, and attract very great attention from overseas collectors of transportation tokens. As part of our Australian history, specimens should be treasured by those who have been sufficiently fortunate to obtain them.

The author wishes to acknowledge with gratitude the kind assistance provided by Messrs. R. Owen and J. Snencer, officers of the Company, in the provision of information and specimens forming the basis of this article.

= TRANSPORTATION IN GRAND FORKS, NORTH DAKOTA =
By Frank E. Vyzralek

A company known as the Grand Forks Transit Company was organized in 1904 to build and operate an electric line between downtown Grand Forks and the campus of the University of North Dakota, about two miles to the west. It was financed largely by business and professional men of the city who were already staunch backers of the school, led by Webster Merrifield, president of the University and a wealthy landowner in his own right. The line went into operation on November 19, 1904, making eight round trips daily, with an odd variety of used rolling stock. Power was drawn from a dynamo installed in the University's power plant.

In 1908 a movement was launched to construct a city-wide system. A new company, the Grand Forks Street Railway Company, was organized and its stock was subscribed almost exclusively by local men. This company absorbed the Grand Forks Transit Co. line and during 1909 and 1910 built a network of branches through the city's north and south sides. In 1911 a loop was built across the Red River into East Grand Forks, Minnesota, but this appears to have been unsuccessful and was abandoned after a few years.

Beginning in the late 1920's the company began replacing its streetcars with buses and abandoning the rail lines, one by one. This process was completed on July 1, 1934, when bus service was installed along the original University line. The streetcar company changed its corporate name to Grand Forks Transportation Company on March 25, 1936, and continued to operate the bus service for a number of years.

Fares were 5¢ during the entire period of operation of the Grand Forks Transit Co. and consequently tokens do not appear to have been used. The Grand Forks Street Railway Co. also charged a nickel at its inception and if this rate was ever changed I have found no record of it. Public Service Commission records are silent on the subject, although it must be remembered that their control of street railways dates from the Public Utilities Act of 1919. Thus if there was a rate change, possibly to 7¢ which would open the door to token use, it may have come shortly before that. At any rate it is apparent that tokens 320 A thru D were used prior to March 25, 1936.

= TRANSPORTATION IN MANSFIELD, OHIO =
By Jeffrey R. Brashares

The Mansfield Electric Street Railway was the first line to operate in Mansfield and the first electric line in Ohio. Trolleys operated on a 4½ mile track and tickets were used. In 1887 a bright pink ticket was used, and a few years later a gray-green one. The fare was 5¢ or 6 tickets for 25¢, or 25 for \$1. Tickets went out of use in the early 1920's.

In 1918 the name was changed to Richland Public Service Co., and in this year the token listed as Ohio 505 A went into use. The R.P.S., and its tokens, became obsolete in 1922.

In 1922 Harry Arnold of Newark, Ohio, bought the line, which had been a part of the Ohio Edison Company. Ohio Edison was composed of four parts power and one part transportation.

Harry Arnold had started out in Newark with the City Rapid Transit, then expanded and bought the Granville Motor Stages Inc., then the Zanesville Rapid Transit Inc., and finally the Mansfield system, which he named Mansfield Rapid Transit. Tokens were 5¢ at first, the same as tickets. The fare then went to 7¢, then 8¢, and finally to 10¢.

December 31, 1928, was officially the last day for electric streetcars in Mansfield, and the following day the buses took over. There were a total of 3 buses, two in use and one extra in case of emergency.

In 1934, to make way for the paving of Main Street, the last tracks were torn up. They also tore down the Union Station. We had 3 trolley stations at the time, also.

The "OTR" on the tokens stands for Ohio Rapid Transit.

When Lowell Krommiller discovered the old depot token used on this line, and listed as Wisc 50 A in the June issue, he wrote to various people in Baraboo, attempting to learn something of the history of the line. His efforts were duly rewarded, and he received the following excellent account of the firm from Mrs. Paul Stewart of Baraboo, a descendant of John Sherman Luce. Her history is reproduced here, exactly as written by her:

John Sherman Luce was born in the township of Fairfield, in 1863, during the Civil War. His father was a farmer, and part-time singing-school teacher. His mother was Mary Hackett Luce, late from New Vineyard, Maine.

He married the former Carolyn Porter, and was given a team of grey horses for a wedding present. With this team, he started a dray business in Baraboo, Wisconsin. A very handsome man, with premature grey hair, he made a striking picture perched high above the team on the spring seat of the dray--always equipped with kid gloves. Competition set in, and Luce was forced to enlarge his business contacts. This included opening a livery stable, where in 1886 he began the Grey Line. Horses for hire, buggies or if one had lots of cash--a hack with driver.

At 614 Oak Street in Baraboo, the wide door of the livery stable opened to the west, always sending out the smells that do accompany the housing of horses and the smoking of men. Inside the door, where the plank floor was nicked and shredded with horses shoes, was the office to the right. Always filled with men hangers on to pass the time away, to hear the latest gossip, and to ogle at the girls even then! On the left were the buggies, the hearse covered with a cotton sheet. Black tassels and shiny lanterns were kept covered from the dust. A large bus, opening from the back with double doors always stood ready for the next trip to the depot of the Chicago & Northwestern Railroad which was very active then. This was the Red Line. The round house was built here, and the city was filled with substantial homes and people who kept the "trains running." In the rear of the livery stable behind the partition were a dozen or so horses. A fine dark span for the hearse and hack business, and also for livery rent to drivers who were judged capable to drive the lively pair. The greys were always left harnessed. First to be ready for the many trips of the bus, but also for the frightening whistle of the fire department, which housed the fire wagon a block down the alley on East Street.

When the bell began to ring, the greys sensed the thrill of a fire run, and took off from the stalls, down the alley, with old Tim Dougherty in pursuit, cursing all the way between puffs. However, the first team to reach the fire house was given the job, and it was worth five dollars a trip.

Tokens were used by the Warren and the Wellington Hotels. They were given by the bus line, and recovered again from the salesmen and passengers who were housed at the hotels. Downstairs in these hotels were the sample rooms, and the huge trunks were bussed from the depot, backed up to the curb, where the passengers were disembarked, and the trunks hoisted into the basement door.

When automobiles and trucks came into use, the livery business dwindled away. Sherman Luce died in 1935.

= NEW FINDS =

Still not much has been reported in the way of New Finds of rare tokens, but at the NEVA meeting November 11, A.A. Gibbons showed your Editor two beautiful black vulcanites that made our eyes pop out. He had just acquired the Nanticoke, Pa., Bridge token (Pa 680 A) and the extremely rare one-horse Depot Bridge token of Pittston (Pa 770 A). What a haul!

Dan DiMichael did all right last month when he picked up Pa 725 F, the Relief Bridge token of Oil City, being only the second example known.

And someone--we don't know who--bought a Conn 290 A in a coin dealer's auction, and the Prices Realized, just received, indicate he paid \$70.00 for it! A classic rarity, but talk about inflation!

= SOME EUROPEAN NEW ISSUES =
By A.C. Hazevoet, Amsterdam (Netherlands)

D E N M A R KEsbjerg

ESBJERG BYBUSSER (2 SMALL 5-POINTED STARS)

B 19 Tr-sc (same as obverse)

[Recently introduced for the city lines in Esbjerg. One side of the token has in very small letters the word "Meka" near the edge of the token; Meka is the manufacturer of the tokens. Both oval tokens from Esbjerg are obsolete now; the name of the company changed from "Esbjerg Omnibiler" to "Esbjerg Bybusser."

Kolding

An order for new tokens resulted in tokens of the same design as the old ones, but struck from a different die; moreover the new tokens are 1mm smaller than the old ones. The differences between the two types are:

OLD TYPE: size 19.5mm; circle in the center of the token 11mm;
"Kolding Bybusser" at 1mm from edge of token.

NEW TYPE: size 18.5mm; circle in center of token 9mm;
"Kolding Bybusser" at 2mm from edge of token.

København

Four different tokens are now in use in the København area, as follows:

KØBENHAVNS SPORVEJE K S RABATPOLET

WM 20 Sd (Little Mermaid, ship & crane)

[Same as the former brass "Little Mermaid" token and introduced April 1, 1967, after a fare increase. In use for rides (with transfer) in the city area.]

OMEGNEN A B RABATPOLET

B 22 Sd (same as obverse)

[Introduced October 1, 1966, for rides in the suburb Amager. "AB" on the token stands for "Amager Banen," the company operating the bus lines in this suburb.]

OMEGNEN K S RABATPOLET

B 22 Sd (same as obverse)

[Introduced April 1, 1967, for rides in some suburbs where the bus lines are operated by "Københavns Sporveje" (KS)]

RABAT-POLET NESA RABAT-POLET

B 22 Sd (same as obverse)

[Introduced April 1, 1967, for rides in some northern suburbs where the trolley bus and motor bus lines are operated by "Nordsjællands Elektricitets og Sporvejs A/S" (NESA)]

Viborg

VIBORG BYBUSSER

B 18 V-sc (same as obverse)

[In use for the city bus lines in Viborg and manufactured by the Swedish firm of C.C. Sporrang and Co.]

N E T H E R L A N D SAmsterdam

AMSTERDAM TERMINAL KLM SCHIPHOL AIRPORT (BUS)

B 30 Sd (same as obverse)

[Bus transport for air passengers between Schiphol Airport and Amsterdam, The Hague, and Rotterdam, is operated by "K.L.M. Autobusbedrijf N.V." (K.L.M. Bus Company Ltd.), a daughter company of Royal Dutch Airlines (K.L.M.). Recently transportation tokens were introduced for the bus line Amsterdam-Schiphol; the tokens are sold in slot machines in the KLM stations in Amsterdam and Schiphol. One token is good for a ride from Amsterdam to Schiphol or vice versa; when boarding the bus the tokens are handed to the driver. This token is the first transportation token in use in the Netherlands since 1922 (when the Hilversum and Maastricht tokens were in use).]

S W E D E N

Halmstad

HALMSTADS STADSTRAFIK A POLLETT
B 19 Sd Halmstads Sparbank 1835 (oak tree)
HALMSTADS STADSTRAFIK B POLLETT
B 23 Sd Halmstads Sparbank 1835 (oak tree)
[Currently in use for the city bus lines. The reverse of the tokens has an advertisement for a savings bank.]

Landskrona

LINJEBUSS STADSTRAFIK L B (TWO STARS)
B 21 Sd (arms of the province Skåne)
[Issued in 1967. The two city bus lines are operated by the Linje Bus Company (hence LB on obverse). The same token is in use in Trelleborg and in Ystad where the city bus lines are operated by the same company.]

Lund

LINJEBUSS STADSTRAFIK L B (TWO STARS)
B 21 Sd (picture of the Domchurch in Lund)
[Issued in May, 1966. The city bus lines in Lund are also operated by the Linje Bus Company. The obverse is the same as that for the Landskrona token.]

Malmö

MALMÖ STADS SPÅRVÄGAR M S S K POLLETT
WM 19 Sd M S S (in emblem of the company)
MALMÖ STADS SPÅRVÄGAR M S S L POLLETT
WM 23 Sd M S S (in emblem of the company)
[Issued October 1, 1966, as a consequence of a fare increase. The small "K" token is good for a ride in one or two zones; the larger "L" token is for rides in three or more zones. These two white metal tokens replace the brass K and L tokens issued in 1961.]
MALMÖ STADS SPÅRVÄGAR MSS
WM 19 Sd K Pollett
A 19 Sd " "
WM 23 Sd L Pollett
A 23 Sd " "
[The last tramlines in Malmö were closed September 3, 1967, when Sweden changed to right-hand driving. At the same time a new fare system was introduced and the above four tokens were issued for the new fares. Similar tokens, in brass, were already in use during the period from October, 1961, to October, 1966.]

= MORE ON THE CORVALLIS, OREGON, TOKENS =

In the July issue we reported on a letter received by John Wilcox from Mr. Dan Hiller, last owner of the now defunct Yellow Bus Co. of Corvallis. Mr. Wilcox has since received another letter from Mr. Hiller thanking him for placing the story in THE FARE BOX. "I want to thank you very much for the notice in The Fare Box which caused me to get a flood of mail, about 70 letters to date, and I mailed each 2 brass octagon and 2 round copper, the only tokens left. I will say I had some real swell letters from collectors."

Mr. Hiller says he placed an ad in the local newspaper, hoping to acquire more of the fibre tokens, but didn't get a single token as a result. His son told him that he had burned all fibre tokens when they replaced them with brass after World War II, and this accounts for their current rarity. Mr. Hiller added that "We were offered \$4.00 for one grey round fibre by a man in Canada, but no sale." He has only one of these left now.

So except for the few preserved by collectors, the fibre tokens of Corvallis, Ore., are now extinct. Obviously the 15¢ price in Atwood is obsolete for these.

= NOTES ON SOUTH AFRICAN TRANSPORTATION =
By Kenneth E. Smith

The Africana Museum at Johannesburg, South Africa, in 1966 issued a limited edition of 500 copies of the book *Tokens of Southern Africa - A Catalogue Based on the Collection in the Africana Museum* compiled by E.J. Maynard. It describes 1,250 tokens owned by the museum with information. Mr. E.C. Leslie owns one of these books and has extracted (on several pages) all the information on transportation tokens and companies, which I have condensed to the following information most desired by collectors, with additional comments of my own on the tokens.

BOKSBURG MUNICIPAL TRAMWAYS

The plastic tokens (discs) were used during the period 1914 to 1935 by children only. The adult fare was 3d. The child would hand the conductor a 3d. coin or coins and receive a plastic token of 1½d for his return trip, and a 1½d dated paper ticket for this ride. On his return ride he would exchange the plastic token for a 1½d dated paper ticket for the ride. The blue tokens of Boksburg and Johannesburg caused confusion so the blue tokens were withdrawn by agreement with Johannesburg and replaced by the red tokens 120 AA, AB, AC. The blue tokens 120 BA apparently were used only for a short period, as the few I have seen were in almost uncirculated condition. In 1925 the trackless tram trolley buses were replaced by motor buses. In 1935 the fare was raised to 4d for adults and 2d for children.

JOHANNESBURG MUNICIPAL TRAMWAYS

The municipal tramway and lighting committee at their September 27, 1911, meeting adopted the use of the plastic tokens, replacing the 1½d paper stage tickets, after considerable discussion about the overall savings, as these plastic tokens would be reused many times and last an estimated 5 to 7 years per token. These tokens were first used April 1, 1912, and discontinued February 1, 1921, when the 1½d stage ride was raised to 2d per stage. The museum has a token like 420 AF but red. It is my surmise that some red tokens were bought and when the agreement with Boksburg was reached all red 1½d tokens were withdrawn and probably destroyed.

GERMISTON MUNICIPALITY

The G.M. tokens were apparently used about the same time (the late 1910's) and the Boksburg and Johannesburg companies to avoid confusion did not order any tokens in yellow or lemon and Germiston also cooperated.

CAPETOWN CITY TRAMWAYS

In 1861 the Capetown and Green Point Tramways Company started operating horse trams. The present company CITY TRAMWAYS CO. LTD. was formed in 1881. On August 6, 1896, the first electric tram cars were operated. On January 29, 1939, the last tramway car was withdrawn. The present system uses trackless trams and motor buses. The tokens 160 A thru 160 BM were used in 1919 and 1920. 160 CA was used in 1920; 160 CB was used several years later, and the company still holds a supply of these and may sometime use them again. The supply is not too large. The company claims it is out of the tokens listed as 160 A thru CA. The museum apparently has a pattern like 160 F but in yellow.

CAPETOWN

The tokens listed on page 253 of my book for the South African Railways were used at the Catering Department of the House of Assembly (Parliament) at Capetown. It is not known if the tokens were used elsewhere on railway premises. In addition to the four listed, the museum has the following pieces:

SOUTH AFRICAN RAILWAYS (STAMPED NUMBER)

E o WM 19 Sd	Catering Department (6d. on both sides)	.50
(the stamped numbers are stewards numbers 1 to 8 inclusive)		
F o V 33 Sd	(blank)(2/6 in white on obv.)(token made of "brown bone")	2.00
G o V 33 Sd	" (2/ in black on obv.)(ivory bone)	2.00

H o V	33 Sd	(blank)(1/ in black on obv.)(ivory bone)	\$2.00
I o V	33 Sd	" (6d. in black on obv.)(ivory bone)	2.00
J o B	32 Pc	" (2/6 incuse on obv.)(pierced at top)	1.00
K o B	32 Pc	" (6d incuse on obv.) " " "	1.00
L o B	32 Pc	" (3d incuse on obv.) " " "	1.00

(J K L also exist with steward's numbers stamped on reverse)

CAPETOWN

The Union Steamship Company, Ltd., was founded December 5, 1856, and in 1857 was awarded the contract for mail from Capetown to Southampton. It was combined with the present Union Castle Line in 1900. These tokens were apparently used principally for bar use. The new listings are transferred from page 250 in my book to Ship Money 909 as follows (under Union of South Africa)

UNION S.S. COMP. SOUTHAMPTON LIMITED

A o WM	20 Sd	6d.-	2.00
B o WM	19 Sd	3d.-	2.00
C o WM	16 Sd	2d.-	2.00

(The museum had only 909 C in its collection and no listing of the others.

I have all three in my collection.)

PRETORIA MUNICIPAL TRAMWAYS

Pretoria 600 A and B were used only on the horse trams which ran from June 18, 1903, to November 1, 1910. On November 1, 1910, when electric trams were introduced the fare was raised to 2d per stage. 600 A was an adult one stage fare. 600 B was the child's fare.

EAST LONDON

320 A was in use for some years for local small change after its ferry usage, to overcome a small change shortage. It was accepted, as the tokens were always redeemable by the municipality.

CENTRAL SOUTH AFRICAN RAILWAYS

This company was formed in 1894 by amalgamating the existing railways in the Transvaal area. The company lasted until the formation of the Union, and it issued a token whose usage is unknown, reading "CENTRAL SOUTH AFRICAN RAILWAYS" in brass, 26mm, solid and round.

= SOME VERY OLD UNLISTED TOKENS OF NORWAY =

By Jørgen Sønød

In the year 1689, special Norwegian coins were minted in Christiania (Oslo) for the purpose of paying for the use of artillery horses! These horses were the official means of transportation then, and the rent was 16 skilling in winter, and 12 skilling in summer, for driving about 7 km. There are about 45 known of the 12 skilling (summer) coin, and 35 of the 16 skilling (winter) coin. Last year I bought a set and had to pay nearly \$100.00 for them!

The coins were struck in .672 fine silver, and are described as follows:

CHRIST. QUINT REX. D. N:WGE [Christian V, King of Norway]
(PICTURE OF NORWEGIAN LION WITH RING)

Sv 25 Sd	XII	SOMMER	1689	(Picture of rider with ring)	Schydztz	P
Sv 26 Sd	XVI	WINTER	1689	" " " " " "	"	"

The reverse inscription refers, of course, to either "summer" or "winter" with the denomination in Roman numerals. "Schydztz P" means "artillery post."

This article is reprinted from the June 1964 issue of Bus & Coach, an English magazine for the transit industry. It was sent to us by Joseph Mark Kotler, who suggests that vectorists will find it interesting in that it shows the problems involved in, and advantages of, changing over from punch-type tickets to metal tokens in a large European city. The article indicates a new trend in European cities, where the American method of token fare collection is fast becoming popular. The author of the article is Traffic Manager of the Malmö City Tramways.

After three fare increases within four years had shown that there was considerable passenger resistance to higher charges, we decided that some drastic internal economies had to be made to offset ever-rising costs rather than for us to try to recoup the money by making people pay more for their rides. Two obvious opportunities for making economies were in the elimination of conductors as far as practicable, and in the cutting down of the number of people working in the cash offices, both on counting money and in analysing receipts.

Now many of the conductors have been removed from our 124 single-decker, standee type buses. This has been done through an extension into the town centre of the one-man operation previously practised only in the suburban area. (Conductors are still carried on our 65 trams.) The previous system of having different fares and tickets has given way to a simple one of two adult and two children's fares, largely paid for by tokens, with an Almx ticket-issuing machine flanking a combined cash and token collector. Drivers prepare their money for the bank before they pay in. Our latest move has been to have drivers themselves record on microfilm the serial numbers on the dials of the Almx machines before they put their cash in the night safe.

The two adult fares now charged are "short-ride," costing 55 ore (about 10¢), and "long ride," costing 70 ore (12¢). These do not fit in well with the Swedish currency system which consists of coins in denominations of 5 ore (copper), 10, 25, 50 ore (silver), and 1 and 2 Crowns, and notes of 5 and 10 Crowns. (One Swedish Crown is worth about 20¢ U.S.) Obviously a lot of change-making was going to be necessary with these fare values. Tokens were an attractive possibility, especially is combined with a discount for regular passengers which would remove the demand for weekly or multi-journey tickets.

We therefore carried out some time-and-motion studies. These showed in the end that the best and simplest way was to issue a ticket to every passenger on entry. We found that it took 4.6 seconds to punch two date holes in a weekly ticket, against 3.4 seconds needed to collect the fare and issue a ticket under the system then used of having several fares and giving crews blocks of tickets of appropriate values. Using the same fares and ticket system but employing a seated conductor with a change-giving machine, reduced the time to 2.8 seconds. In every test we found that it was the need to give change that took the time and delayed one-man vehicles at stops.

Going over to tokens with the two-fare system was practicable, we decided. Change-giving would be greatly reduced and if we gave 9 rides for the price of 8, we would be able to replace the weekly tickets. One of Sweden's main banks came in on the idea by paying for the cost of plastic token holders in exchange for an advertisement on the flap. A big publicity campaign was undertaken, posters not only being displayed on buses and trams but also all over the town.

The object was to educate people to give the correct money (by token) and also to emphasize the value of their payments they were going to get because of the 9-rides-for-the-price-of-8 idea. We used a slogan in this publicity material which rhymes in Swedish but loses something in being translated to "Tokens are cheap and easy." So successful was our salesmanship that we had sold some 10,000 sets of tokens at our offices a week before the new system was introduced. Now 65% of all our traffic is paid by tokens. We notice that they are far more used on weekdays than on Sundays, which seems to prove that they are being accepted by regular passengers.

The colors are deliberately bold. This helps the driver considerably, as before the passenger who is going to give over a token actually presents himself at the cash desk it is obvious if a "short-ride" or a "long-ride" journey is being carried out, and the ticket can be on the desk simultaneously with the token. Drivers put these

tokens in a two-value set of tubes which are placed between the left-mounted ticket machine and the right-positioned coin tubes. Notes are kept under a spring clip which is placed above a metal sheet at the base (but clear of it) of the tubes.

Short-ride tokens are enclosed in blue holders, long-ride ones in red. They are two-compartment affairs, with room for four tokens in each compartment. A blue holder, for which the tokens are smaller than the other value, is about 4 inches long and 2½ inches wide. The red pattern is 4½ inches long and just over 2½ inches wide.

While purchases of the tokens can be made at our offices at the rate of 9 for the price of 8 rides, they are to a large extent sold by drivers. A passenger wanting to replenish his supply therefore gets a ticket and eight tokens from the driver, who has to depress a token-release button twice to get the 8--there is a sound reason for this double-release practise in that four tokens (or coins for that matter) will fall into the hand without the spillage likely when eight have to be taken at one go.

As part of our rationalization scheme in the cash offices we decided to let crews pay in to the nearest 10 crowns, thereby ensuring that there was always a round figure on paying-in slips and in the cash handed over. This system ensures that each man has a suitable float to start his next duty, although some of the value of his change will be in tokens. Each driver has a locker where he is permitted to keep up to a month's supply of tickets. He keeps his Almex machine until such time as it needs maintenance attention.

To check that the dial readings on that machine correspond with the figures entered on waybills, drivers are required to place their machine in a special cabinet before they deposit their cash in the night safe. A special mirror arrangement within the cabinet permits all the dials and the serial number of the machine to be photographed. (The first photograph taken each day is of the date on a wall-calendar.) The film is removed from the camera each morning and developed. It is then placed in a special projector so that the dial readings can be checked against the waybills. This is a system copied, with slight modification, from that successfully practised by the bus department of the Swedish State Railways.

Disposing of the cash collected by crews is done quite quickly. The system works well partly because for more than 30 years conductors in Malmö collected 10 and 25 ore coins in sealed bags containing 50 or 20 coins respectively, meaning a value of 5 crowns per bag. Staff are, therefore, familiar with the practise. In more recent times bags for 50 ore and 1 crown coins have also been used, the value per bag being 20 and 25 crowns respectively. The practise has now been extended to include copper coins.

The system of identifying the man who has collected the coins is easy, as each man writes his number on each bag. In the cash office the bags are put into bigger ones, containing, for instance, 20 crowns in 25-ore coins, or 100 crowns in 1-crown coins. All bags are checked by weighing and then are sealed and signed by the clerk concerned. Thereafter they are delivered to the bank, which accepts them on sight value without any check of the contents. The bank supplies the bags free.

Bags handed in by the operator to the bank are handed out to its customers on their sight value, and although this practise has been followed for many years past only a very cases indeed have arisen where errors have been found in the contents of a bag.

The different values of money in the bags are identified in part by the size of these bags and in part by the color used for the bold-style printing of the denomination of the coins, the value of each coin and the gross value. Conductors fill the bags as the tubes of their coin-changers are filled in the course of their duty. The number of coins per bag corresponds to the number which can be held in a tube and to a total value prescribed by the bank.

As currency notes cannot satisfactorily be put into bags in the same way as coins, and cannot be checked with sufficient accuracy by weighing, special envelopes are used for them. All notes are therefore put into one or several self-adhesive envelopes. These are marked with a declaration of value of the contents, the conductor adding his number and his name. One of the corners of each batch of notes projects through a slot in the envelope, a practise which permits counting without tearing the envelope or extracting the notes. As is the case with the coin bags, the contents of an envelope containing notes cannot be taken out without breaking the seal or without causing some other visible damage to the container.

After a man has finished selling tickets in the course of a day's duty he fills in a paying-in slip in original and duplicate. He enters the value of the coin bags and envelopes he has filled up, plus details of damaged or misprinted tickets he may have handled. The total sum paid in represents the value of the packages.

Coins and token bags, banknote envelopes and damaged or misprinted tickets are threaded onto a hoop which, supplied with a key to the safe, is sealed with the paying-in slip. The sealed hoop, key, bags, envelopes and tickets, are put into a cloth or plastic bag and placed into a safe, so constructed that it gives the conductor a receipt with a serial number, a key number and the date plus, if so desired, the time of delivery. The same data are simultaneously printed on a control slip which is locked inside the safe. Before this receipt can be given the deposit has to be already locked in the safe, from where it passes to a container which cannot be moved from the safe unless it (the container) is closed and locked. It is thus inaccessible to outsiders, including when the container is being transported to the place where cash deposits are checked and booked.

The use of this system is held to have the following advantages: The safe occupies only a small space and can therefore be situated in most of the buildings where the staff relieve each other or end their work. Staff get a receipt showing where and when they paid in their day's takings. By the aid of the safe's serial number system, the cash clerks can check whether any paying-in bag is missing and if one is so missing soon ascertain the serial and key numbers concerned. It is also possible, if there has been a miscalculation of the total of the coins or notes, for clerks to point out to the conductors concerned, without breaking the seals, what mistakes have been made. The use of coin bags which are filled in over the course of a duty rather than at its end, facilitates the work of counting the coins and reduces demands for time to count and check the money received.

= A VISIT WITH AN EX-A.V.A. MEMBER = By Gerald E. Johnson

Early this summer one of my token collecting contacts from the local coin club sent a terse note: just a name and the words "has 100 tokens." The note in itself was not unusual, since like many other AVA members I also collect trade tokens and other Wisconsin exomania. A lot of 100 tokens generally means anything from potpourri to the numbered and worthless game counters that frequent the Midwest (hangovers from the slot machine days of the roaring 20's).

Soon after, address in hand, I crossed town and with hardly more than a mild flutter of anticipation, rang the bell at the home of J.T. Van Dreese. The young man who answered the door was hardly what I had expected. We had chatted for nearly 30 minutes when the mystery was deepened by a large armful of envelopes, all clearly marked "The Fare Box," followed by a box of about 150 token envelopes neatly typed with names and identifications. The names on the envelopes were familiar: Schwartz, Cline, Winant, and others. The tokens were common varieties, mostly 16mm, but all neatly packaged in 2x2 kraft envelopes. What a shock to find an ex-AVA member two miles from my own home, in a city of only 20,000 people! John "Tom" Van Dreese (ex-AVA #164) began collecting fare tokens in 1954 through his interest in railroading. (He is employed by the Green Bay & Western RR.) John, like me, was introduced to transit token collecting by Max Schwartz. During the years 1954 & 1955, John actively collected fare tokens and pursued the hobby through the mails. Then, with other varied interests and hobbies, and abetted by the fact his family had reached Cub scouting age, in 1956 John let his AVA membership lapse.

It was not until 1958 that I personally was introduced to AVA by Max Schwartz, and until this summer day in 1967, never dreamed that Wisconsin Rapids, Wis., ever held another vecturist!

From Tom Van Dreese's carefully hoarded dead file I was able to glean complete sets of The Fare Box for 1954 and 1955, plus January thru March of 1956. Also included was the 1952 Atwood loose-leaf catalogue in its original paper wrapper. Tom's hobby-minded sons have decided to keep the tokens, so perhaps some day I'll have the honor of sponsoring a second-generation A.V.A. member from Albert Waldvogel's town.

SOUTH AFRICA

East London 320 (Location verified by Les Hawthorne)

EAST LONDON MUNICIPALITY 1d-

A o K 25 Sd Payable at the Municipal Office East London 1880 \$5.00
(I have know about this token since 1948, and since 1949 have owned two of them. It was not previously listed as it was believed to have been first issued for city usage during a coin shortage. Mr. Hawthorne has now received proof that it was actually used as a ferry token. I am aware that South African dealers advertise this token for sale among their merchant tokens at an average price of \$17.50 for Fine, and \$30 for Very Fine. The \$5 catalogue price here is in accordance with A.V.A. pricing practises.

Pretoria 600 (Reported by Elwin C. Leslie)

P M T

B o A 19 Sd 1/2d 1.50

SHIP MONEY - GERMANY (Reported by Leslie and Hawthorne)

S.M.S. KONIGSBERG

909Ao B 31 Sd 200 2.00

NORDDEUTSCHER LLOYD BREMEN (FLAG)

909Bo B 23 Sd Gut fur 1/4 liter bier .50

HAMBURG AMERIKA LINIE 40

909Co K 24 Sd 40 .50

CHILE

Antofagasta 50 (Reported by K. Smith)

M. Cy Ca-- UNA BEBIDA PARA MULA O'CABALLO ANTOFAGASTA

YAO V 30 Sd (blank)(black) 3.00

(This is the only mule or horse watering token I have ever heard of, and only one of these is known at present. This token is to be listed in Section 10 under Miscellaneous.)

CUBA

Havana 480 (Reported by E.C. Leslie)

LIA-EMBRESA DE VAPORES DE LA BAHIA HABANA (STEAMBOAT)

I o B 23 Sd Fo Cl-la Prueba de J. Cabrero (steam engine) 2.00

(Stamped with large 5 on obverse)

COSTA RICA (town unknown)

FERRO CARRIL DEL NORTE SILVANUS MILLER 6½c

912Ao B 21 Sd (blank) 3.00

FERRO CARRIL DEL NORTE SILVANUS MILLER 12½c

912Bo B 23 Sd (blank)(ex-Chile 680 H) 3.00

Some years ago I acquired 912B from a distinguished coin collector who had it listed as Santiago, Chile. But Mr. Elwin C. Leslie is probably the expert on Chile tokens, and he confirmed that these items are not from Chile, but probably Costa Rica. Mr. Leslie has the largest collection of Chile tokens of all kinds, and plans soon to issue a mimeographed list, or publish in some magazine, a list of these tokens to find out what items are unknown to him, and then he hopes to have his list printed.

Sometime ago I collected hacienda and miscellaneous tokens of South & Central America, and had a few items--especially in the vulcanite nitrate company tokens of Chile--that Mr. Leslie needed. He acquired all these items he needed, including Chile 50 YA, and I acquired So. Africa 600 B, Cuba 480 I, Costa Rica 912 A and a few listed items. I know Mr. Leslie will trade his Germany 909 A,B, and Holland 909 B, and his duplicate of S.A. 320 A, for Chile tokens he needs.

= ADDITIONAL SUPPLEMENT TO THE CATALOGUE OF WORLD TRANSPORTATION TOKENS =
By Kenneth E. Smith

SCOTLAND

In different countries the token manufacturers use different methods of making manufacturers samples. In Scotland the method used during the 19th Century was for the manufacturer to make a proposed obverse, and to stamp only a few uniface (blank reverse) tokens in nickel (WM) or pewter. A Mr. N. Brodie of Scotland recently acquired one of my new catalogues and has reported the following manufacturers samples. He acquired these from the estate of Mr. R. Hastie who acquired them from the daughter of a Glasgow die sinker who made these samples. These were apparently all made for Scottish companies and may or may not be for transportation companies.

Manufacturers Samples 932

GLASGOW AND PAISLEY CANAL CO.
A o Pt Ob Sd (blank) (ex 931A) (27x20mm)
B o WM Ob Sd " " "
GLASGOW AND SO. WESTERN RAIL COY.
C o Pt Ov Sd (blank) (ex 931B)
D o WM Ov Sd " " "
HELENSBURGH AND GARELOCH STEAMERS
E o WM Ov Sd (blank) "
WALTER KING & CO. TOLL
F o WM 24 Sd (blank) "
FOURTH CLASS
G o WM 34 Sd (blank) "
G. & S. W. RY. CO. PARCELS
H o WM Ob Sd (blank) (27x20mm) (clipped corners)
AUSTINE & CO. COLLIERY ALLANTON
I o WM Ov Sd (blank) (29x21mm)
I.W.G.S.W.R. SIX PENCE
J o WM Ov Sd (blank) (29x21mm)
C. TENNANT & CO. ST. ROLLOX
K o WM Ob Sd (blank) (27x20mm)

ISRAEL

Ship Money Tokens 909 (Reported in World Coins Magazine)
S (on flag)

A	P	28	Sd	(blank) (blue) (100 on obverse)	.25
B	P	28	Sd	" (yellow) (100 on obverse)	.25
C	P	25	Sd	" (green) (50 on obverse)	.25
D	P	23	Sd	" (yellow) (25 on obverse)	.25
E	P	20	Sd	" (red) (5 on obverse)	.25

(These ship money tokens are from the "Somerfin" lines out of Haifa. They are used aboard the M.V. Bilu on the Sabbath, when it is forbidden for orthodox Jews to handle money.)

GERMANY

Nurnberg 740 (Reported by Kenneth E. Smith)
NURNBERG. FURTHER. STRASSENBAHN 30 FAHRMARKE
WAo A Oc Sd Herkersteg (scene) (24mm)

Pattern

= CHANGE OF ADDRESS =

* Henry H. Krause - 509 University Avenue (Apt. 8G) - Honolulu, Hawaii 96814

Mr. Pollack, whose address change was reported a while back, should have the asterisk (*) placed before his name. He, too, contributed toward a new address plate.

= OCTOBER SUPPLEMENT TO ATWOOD'S CATALOGUE =
By Ralph Freiberg

CALIFORNIA

South San Francisco 890 (Reported by Roy Carpenter)

INT'L FLIGHT SERVICE SAN FRANCISCO

A B 16 Sd Good For 25¢ In Trade [* 9/66-] \$0.25

Zone Checks 997

PASADENA-OCEAN PARK STAGE LINE 1 PLEASE RETURN TO DRIVER
WHEN LEAVING STAGE

G o B 39 Sd Fare Paid to Ocean Park Not Good For Passage 2.50

ILLINOIS

Mount Carmel 600 (Reported by Joseph Mark Kotler)

BE DELL BROS. TRANSFER CO. MT. CARMEL, ILL.

F o A 29 Sd Good For One Ride (Sc) 3.50

Peoria 690 (Reported by Harold V. Ford)

GOOD ONLY ON CARS OF THE P. & P.T.R. NORTH OF WESTERN AVE.

F o A 25 Sd Good For One Fare Employees Only 5.00
[Peoria & Pekin Terminal Railway]KENTUCKY

Newport 640 (Reported by Stanley L. Buckley)

THE SHORT WAY BRIDGE

F B 26 S-sc Good For One Passage [* 10/1/67-] .15

MINNESOTA

Blue Earth 110 (Location reported by Raymond E. Olson)

THIS NICKEL GOOD FOR 1 KID'S RIDE AT BLUE EARTH'S KRAZEE DAZE
FRIDAY SEPT. 13B o We 38 Sd Wooden Nickel United States of America (buffalo) .15
[Used 9/13/57; ex-Unidentified #89]MISSOURI

Joplin 420 (Reported by Bill Ross)

CITY BUS COMPANY JOPLIN, MO.

E o B 24 Sd Good For 2½¢ in Trade 1.00

CANADA - MANITOBA

Winnipeg 900 (Reported by J. Douglas Ferguson)

F o K 26 Sd [Same as 900 E but struck in copper] 5.00

ONTARIO

Niagara Falls 565 (Reported by Donald M. Stewart)

HORSESHOE INCLINED RAILWAY

A Bz 16 Sd N P C [Niagara Park Commission][* 10/66-] .15

Welland 940 (Reported by J. Douglas Ferguson)

MINOR'S BUS LINE WELLAND, ONT.

A o A 0v Sd Good For One Fare [31½x22mm][used about 1914] 5.00

QUEBEC

Sorel 870 (Reported by Barry Uman & J.A.W. Cassidy)

F B 16 Sd (same as 870 A, but WM-plated)(Vars.) .15

G WM 16 Sd (same as 870 B, but brass-plated) .15

Verdun 970 (Reported by Barry Uman)

B WM 25 Sd (same as obverse)[the obverse being that of A] .25

= NOTES BY RALPH FREIBERG =

Our first token this month is used at the San Francisco Airport, located outside of the County of San Francisco. Although San Francisco is the owner of the land they have to pay taxes to the County of San Mateo. There is something of a problem with respect to the location of the airports of various cities. For instance, there are several different cities within the County of Los Angeles, but whenever the City of Los Angeles takes over any land in the County of Los Angeles, they simply make it a new part of the City of Los Angeles. Thus the Los Angeles Airport is on land which once was in Inglewood, but since the City of Los Angeles purchased the land for the airport, the airport has been considered inside the City Limits of Los Angeles! So we're going to have to relist the Los Angeles airport token from the City of Los Angeles, and take it away from Inglewood. The Los Angeles airport token went into use early in 1966; the same outfit owns the bus service at the San Francisco Airport, so they decided to use a token there also, in September 1966. I have no idea why they say "25¢ In Trade" on the tokens. Back in June Roy Carpenter reported the San Francisco Airport token to me, but when Mr. Nicolosi tried to get a supply of the tokens for the New Issues Service they wouldn't sell them to him because they didn't have enough for their own needs. Then they ordered a new shipment, but that was lost due to a strike! Now at last they have enough of them, and we were able to get a supply for the New Issues Service. Since Mr. Carpenter reported the token to me, it was also reported by Mr. Paddock and Mr. Ezidro. The tokens are used on little buses which primarily serve people loaded down with baggage, who want to get from one airline's area to another airline's area. At the San Francisco Airport they might sell 100 at a time to different airlines, who give them out to passengers. The bus at San Francisco uses the old Johnson Fare Box, and hence a 16mm token, whereas at Los Angeles they have a turnstile which takes either a quarter coin or the larger token.

The California zone check was reported by someone from Lodi who neglected to include his name when he reported it. It would appear that there are still seven more of these rare old zone checks waiting to be discovered by someone.

Joe Kotler showed the Mt. Carmel depot token to people at the NEVA convention in New York on November 11. So far we don't know much else about this line.

The Peoria token probably was used around the year 1900. Peoria Traction Company was chartered in August, 1897, and the name changed to Peoria & Pekin Terminal Railway in May, 1899. The road opened May 1, 1900. This company operated locomotives and freight cars as well as electric cars for local business, and used the trackage of the Central Railroad from the city limits to the center of town, a distance of about five miles. We have long suspected that the token listed as Md 60 P is really from Peoria, and the discovery of this other employee token fortifies that belief. We jumped in to list the Md 60 P without sufficient proof it was from Baltimore; it takes only a couple of minutes to list a token from the wrong city, then it can take up to twenty years to get the listing corrected. So after this we don't list tokens until we know for certain that the listing is correct!

The Short Way Bridge of Newport, Ky., is also called the Licking River Bridge, and it is owned by the Green Line bus company. The bridge goes back to the days of streetcars. We know the company put out some bonds in 1914 to finance a bridge, so presumably the bridge was built about 1914. The chief reason for building the bridge was to get streetcars from Newport to Covington. Ownership of the bridge did not change when streetcars were discontinued, and it remains a toll bridge. Tickets were used, in addition to cash, up to October 1, 1967, when the tokens went into use. They needed one man to collect fares going each way, but automatic equipment is being installed, perhaps the basket type, and this may make it possible to eliminate one of the toll collectors. The token was reported by Stanley Buckley who lives a short distance from the bridge, which connects 11th Street in Newport to 12th Street in Covington. Mr. Buckley mentions that others, not in the New Issues Service, who may want the token may obtain one from him by sending a trade check with city & state on it, together with stamped envelope. The tokens are sold only in rolls of 20, so it is mainly a commuter token. The toll is 10¢ or one token.

Raymond Olson wrote the Chamber of Commerce in Blue Earth, Minn., and learned that the wooden nickel was used September 13, 1957. We do not list wooden nickels

unless we get verification from the original source, because the manufacturers are grinding out endless off-color varieties and different-reverse varieties. And, no doubt, the manufacturers are also grinding out hundreds of restrikes of the same wooden nickels that were actually used. There is some dispute in the Catalogue Committee about whether any wooden items should be listed at all, so don't spend your money on these things unless you have lots of it to spend.

We know nothing about the Joplin token, and only assume that it was a half fare token, used when the full fare was 5¢.

We don't know anything about the copper Winnipeg token, and assume that it was also used, perhaps prior to the aluminum ones. It also might have been a pattern.

The Horseshoe Inclined Railway goes a distance of 165 feet 6 inches, giving its patrons an excellent view of Niagara Falls. The fare is 10¢ each way, and the trip takes 57 seconds. They operate two cars, each one capable of carrying 40 people. Don Stewart discovered this little token on his way to Expo 67. It took us a while to get a supply for the New Issues Service, but we finally got them!

Mr. Ferguson obtained the Welland, Ontario, token from an old collection that was recently sold. He obtained information that a Mr. Rock Minor operated a bus, possibly horse-drawn, about 1914. It met trains coming in to the Toronto-Hamilton & Buffalo Railway Station and Grand Trunk Railway Station, and carried passengers to hotels and other places. No other tokens have been found except this one.

As to Sorel: the brass token, 870 A, is a 10¢ fare, and a large quantity was ordered; there are two dies. The 870 B was a 15¢ fare; not so many were ordered. They started to run out of the white metal tokens, however, so plated some of the brass tokens to make them look like white metal. This plated token is our 870 F. It comes in both die varieties of the 870 A, of course. Then they decided to order more of both the white metal and brass tokens, figuring to get 10,000 of each. But instead, the order came through entirely in white metal--20,000 of them! So now they had to send back 10,000 of these new white metal tokens to get-brass plated! The result is our 870 G. The new batch of 20,000 white metal tokens, half of which were brass plated, came through with a slightly different die, by the way...so the brass plated white metal tokens can be distinguished from the solid brass tokens without filing the edge, if one has the time and inclination to wear out his eyes studying the minute differences. The bus line, by the way, has been sold by Mrs. Bonin, so if more tokens are ordered, we may get yet another variety!

A letter from C.J. Wilcox gives information on NY 628 C. Full name of the company, he says, is Manhattan and Bronx Surface Transit Operating Authority. He says the Orchard Beach Turnstile is quite easy to get to. "Board a north-bound Lexington-Pelham train (Route #6, IRT Division), and ride to Pelham Bay Park station, the end of the line. MaBSTOA buses operate from the station to the turnstile, which is in daily use from about 2 to 3 pm, approximately the last week in June to Labor Day." Inasmuch as Mr. Wilcox lives in Illinois, this information from him about a token used in New York is doubly gratifying. Now if some of the NEVA members will ride that train next summer, maybe we can get some of the tokens!

= PHILADELPHIA GROUP HOLDS ITS SEPTEMBER MEETING =

Eight A.V.A. members, Messrs. Dence, DiMichael, Hiorth, Jordan, Komarski, Paul, Zaika, and Zell, met in Philadelphia for several hours on Sunday, September 17. Much of the talk centered around conventions, the Minneapolis Convention of this past summer, and the possibility of holding the 1969 Convention in Philadelphia. Members present agreed that they would enjoy hosting the 1969 Convention after discussing its various aspects.

Sunday has been an inconvenient day for some members, so our next meeting will be on Saturday, December 2, at 1:30 p.m. at our customary meeting place, Liberty Federal Savings & Loan Assn., 202 North Broad Street.

Streetcars will soon be restored to service between El Paso, Tex., and Juarez, Mexico!

= OCTOBER SUPPLEMENT TO FEISEL'S CATALOGUE OF PARKING TOKENS =
By Duane H. Feisel

COLORADO

Denver 3260 (Reported by James Zervas)
THE CHILDRENS HOSPITAL
D B 23 Sd Courtesy Parking (9/67-) \$0.25

ILLINOIS

Chicago 3150 (Reported by J. Douglas Ferguson)
WAXMAN (GATE) (c/s NUMERAL from 1 to 10)
BMo Bz 25 Sd Parcoa Token (gate)(Rev. E)(7/67-9/67) .50

MINNESOTA

Roseville 3725 (Reported by Robert Knoblock & Quincy Laflin)
ROADSIDE DRIVE-IN / FREE / OUT / TOKEN
B B 25 Sd Good / For / Parking / Only .25
(O: bottom of FREE aligns...)
a. (R -- N)
b. (R -- just below N)

NEW MEXICO

Santa Fe 3810 (Reported by Sam Ruggeri)
ST. VINCENT HOSPITAL SANTA FE COURTESY PARKING
A B 25 Sd Sisters of Charity Cincinnati, O (Sacred Heart) .25

MANUFACTURERS' STOCK PARKING TOKENS

Group 3054 (Reported by Laflin)
AUTOMATIC PARKING DEVICES INC. DETROIT, MICH.
B B 25 Sd Good For Parking Only

ADDITIONS AND CORRECTIONS

MSPT 3051 D: add variety description
(O: bottom of CHECK aligns ...)
a. (E -- between IN)
b. (E -- N)

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

The new Denver token is given to parents of charity cases to permit free exit from a parking lot (gate-controlled) that otherwise requires 25¢ in coin. Although I was able to get one of the tokens for my collection, the hospital does not wish to sell me a quantity. You might try sending 25¢ and a stamped addressed envelope to Mr. George Tucker, Building Supt. - E. 19th & Downing Streets - Denver, Colo. 80218.

There is an interesting story behind the Waxman token from Chicago. It seems that the owner of the property installed a parking gate on his parking lot to put pressure on a bank to buy or lease the lot. The strategy worked, and the bank made arrangements to use the lot. The gate and token plan was abandoned, and the tokens are obsolete. The counterstamped numerals were applied to the tokens for control purposes, and were sold to other users of the lot. The entire supply of tokens is in the hands of one party who has them for sale at \$1.00 each. I was able to get one of each of the counterstamped numerals, but 1 and 10 are apparently in short supply. If you wish to purchase this token, send your remittance and a stamped addressed envelope to Dr. John P. Kallin - 1117 Bobolink Road - Highland Park, Illinois 60035.

The Roadside Drive-In tokens appear to be a new batch from a different token manufacturer. The arrangement of the words both obverse & reverse is quite different from the A token of Roseville.

While in the Minneapolis area and writing about drive-in restaurants, Quincy Laflin has provided some interesting information. At Jerry's Drive-In in St. Paul, a gate has been installed to control parking. At first a MSPT was used to operate the

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gate. However, the owner found that English halfpennies worked in the gate just as well or even better than the stock tokens and so he is using them at present. Now all the owner has to do is stamp the coins with an identifying mark and we shall have a new parking token listing! I checked the size of the halfpenny against some parking tokens and find it is a bit larger than the Parcoa type tokens, but almost exactly the same size as the APD, large Western Industries, and Cincinnati Time Recorder tokens.

The Santa Fe token is used only by patients coming to the emergency room of the hospital, presumably for exit from a special parking lot, gate-controlled. Parking cards are issued to hospital personnel.

Note that the new MSPT Group 3054 token has no comma after DEVICES as occurs on the A token. This token also has a curious circular die defect in the vicinity of the IC in MICH.

The above token, plus the new variety listing for another MSPT, suggests another area for close attention. Whenever you come across a place using MSPT, it might pay to obtain at least one to check for possible die varieties. I would not be surprised if there were not many more MSPT varieties in addition to these we have already listed.

Some of you who have been waiting for a reply to correspondence will have to wait a bit longer. As I write this information I am ready to leave with my family on an emergency trip back East. So please be patient. As usual, reports of new parking token issues and discoveries are welcomed.

= OCTOBER NEW ISSUES SERVICE REPORT =

By John G. Nicolosi

This month we again have some nice-looking tokens to send you. First the big bridge token from Newport, Ky 640 F. Our thanks to Mr. Buckley for obtaining these for us. Second the San Francisco Airport token promised last month, thanks to Mr. Freiberg for personally getting these for us (Calif 890 A). Third a nice little token from the incline railway of Niagara Falls, Ontario. I have some extras of this Canadian token to non-NIS members at 20¢ & 5¢ postage. Foreign collectors will also receive this month a little brochure from Copenhagen Tramways, courtesy of Joe Kotler. All members of N.I.S. will receive these three tokens. This month we welcome to the regulars, from associate, Mr. R.H. Gaarder of Pueblo, Colo., and from the waiting list to Associate, Mr. Sam Ruggeri.

= THE U.S.V.A. TOKEN OF HOUSTON, TEXAS =

John Wilcox recently wrote the U.S. Veterans Administration Regional Office in Houston, with respect to the token listed as Tex 445 I. In response he received the following letter from them, which helps explain how the token was used:

Dear Mr. Wilcox: The token you referred to in your letter was used by the Veterans Administration in Houston for a short period after World War II when VA had a bus service between its downtown office and the U.S. Naval Hospital (now VA Hospital). The tokens were issued to veterans at the VA Office and enabled them to passage on the VA bus to the Navy Hospital for treatment purposes. This program was discontinued about 1948 or 1949, and the tokens were presumably disposed of by the supply division of the VA.

A bus carrying 25 persons collided with a hippopotamus on a road near Palmeira, Mozambique. The bus was heavily damaged, but the hippopotamus walked away unscratched.What is the most valuable transportation token listed in Atwood? We understand the owner of NY 630 A turned down a serious offer of \$500.00 for the token!

SEND FIFTEEN DIFFERENT 15¢ transportation or parking tokens and receive the Feisel Parking Token Supplement. (I'll pay the TAVA \$1.50 plus 10¢ for postage.) Please do not send any of the following: Alas 50 A B; Haw 240 C D; Ind 260 A B C D; 690 A; Mich 375 A, 680 Q; Neb 700 H; NY 230 E F H I, 630 AN; NC 350 B; Ohio 355 A B; Okla 640 C D; Ore 700 G; Pa 200 C, 705 C; 750 AA, 765 Z, 850 C; Tex 275 B C D E, 365 A; W.Va. 240 B; Tex 3275 A B. = T.M. Murdock - P.O. Box 411 - Mesquite, Tex. 75149

FOR TRADE: Conn 235 B; Cal 575 C; Ida 440 D; Kans 820 H; Ohio 440 E; Ore 700 B; Vt 150 C E; Guam 25 A. Several Oregon dupes, trade for U.S. TT's or for mavericks. F.W. Guernsey - 3725 N.W. 17th Ave. - Portland, Ore. 97212

WANTED: Ohio 725 A (or B) Will trade Ill 150 V or buy at catalogue. Who else collects tax tokens? Send up to 10 diff. your choice and I will return the same quantity of others all different, my choice. Roy H. Carpenter - 4599 Stanton Lane - San Jose, Calif. 95130

I am looking for picture postcards of streetcars in view of making a slide collection of the postcard and the token used on the car that is pictured. Grant Schmalgemeier - 1317 W. Eddy St. - Chicago, Ill. 60657

AM PREPARING MY TRADING & WANT-LISTS of U.S. TT's. Have approx. 1,000 diff. dupes from 40 states. Nothing extraordinary but some mighty good ones you may want. No doubt lists will be available by the time you read this. Lists exchanged or write. K.T. Hall - 130 Stanley Drive - Williamsburg, Va. 23185

TRADE MY PERSONAL TOKEN 402 C (trolley) or 402 F (gate) on elongated cent, for your personal token. Or will trade my 402 C rolled on a quarter for any Red Goose or Excelsior, etc., shoe token. On a dime for any "Brand Name Produce" token for beer whiskey, auto, parts such as tires, etc. Don't want trade tokens. Also want 76 gas tokens, etc. = H.C. Schmal - Box 5238 - Phoenix, Ariz. 85010

SUPPLEMENTS TO DUANE FEISEL'S PARKING TOKEN CATALOGUE are available still at \$1.50 each. This supplement contains over 60 photographs of tokens and over 50 pages. It is the same size as the original catalogue and is designed either to fit in the loose leaf catalogue or be kept separate. Order your copy now. Make checks payable to Texas Area Vecturist Association. Write to: Mrs. Pat Murdock - P.O. Box 411 - Mesquite, Tex. 75149

FOR TRADE: Ia 600 B; Ia 997 A B; Kans 250 B; Ky 510 O, 680 E F; Mass 115 N AD AE; Mo 370 C Da Db E F G H I J K; NY 210 A B; Okla 640 G; Wash 840 O; Wis 40 B E H; and many others. Send trade & want-lists. Trade Ia 150 B for 150 A. Douglas Redies - 512 3rd St. S.W. - Cedar Rapids, Ia. 52404

FOR TRADE: set of 4 trade tokens, N.C.O. OPEN MESS C.A.F.B. Columbus, Miss. \$1, 25¢ 10¢ 5¢, round plastic, price \$2.00. Buying trade tokens of New York, New Jersey, Ind., Ky., Ohio. Must contain city & state. Price & describe first letter. Stanley Buckley - 23 18th St. - Newport, Ky. 41071

WE ARE INTERESTED IN FINDING OUT ABOUT LITTLE-KNOWN transportation organizations and collection societies. Would like to hear of ones AVA members belong to. FOR SALE: Ky 510 BS @ 30¢ or 4/\$1.10. Harry R. Porter - 1042 Bardstown Road - Louisville, Ky. 40204

FOR TRADE, ONLY FOR tokens of equivalent value: Ohio 230 M N, 995 B. WANT TO BUY, ND 900 A. William H. Nelson - R-1 #3640 - Spring Valley, Ohio 45370

TRADE ONE SCARCE Watertown-Brownville NY 945 D TT for 4 circulated Indian head cents very good or better, plus postage. No culls please. Multiple trades accepted. J. Marshall English - 3500 24 Ave. No. - St. Petersburg, Fla. 33713

TRADES WANTED - many rare, a large number of scarce, and thousands of more common transp. tokens available in trade for: transp. tokens I need, military tokens, parking tokens, Calif. trade checks. I have made more than 200 trades in the past three months--there must be a reason. Can't we get together on something? Duane H. Feisel - P.O. Box 11661 - Palo Alto, Calif. 94306

WANT OHIO 505 G and H. Also Ohio 520 D and E. Will buy or trade. Need Quite a few common Ohio tokens. E.G. Stultz - 530 N. Union - Galion, Ohio 44833

I collect all types of Canadian merchants, bakery and dairy tokens, and would be glad to buy what you have, or trade parking or transportation tokens for them. J. Douglas Ferguson - Rock Island, P.Q., Canada

I WILL PAY \$1 each plus postage for the following tokens from New York: 10 A, 25 A G, 35 C, 75 A, 80 A, 105 B, 230 J, 360 A, 365 A, 385 A, 410 A, 575 A, 615 A B C, 810 A, 955 B, 810 A.

Robert Wisdom - P.O. Box 731, Pamrapo Sta. - Bayonne, N.J. 07002

TOKENS WANTED FOR MY COLLECTION: DC 500 G M N AD AF AH; SC 110 A, 450 B, 490 B C, 500 A C, 730 B, 880 A B. Buy or trade.

George H. Wyatt - Skylark Lane - Lunenburg, Mass. 01462

FOR SALE: Dela 3900 Ab parking tokens. Price 25¢ each plus stamped envelope.

Ralph W. Winant - 500 W. Summit Ave. - Wilmington, Dela. 19804

WANTED: postcards with pictures of trolleys from Ohio and tickets from other states and Ohio. If you have common parking tokens for sale from Ohio please send me your list. Anyone who collects wooden money, the Mansfield Numismatic & Philatelic Society is issuing flat wooden pieces for the show Nov. 11 & 12. If you'd like one (there will be 3 diff.) send 40¢ for one, or \$1.00 for all 3, to:

Jeff Brashares - 825 Peaceful Path - Mansfield, Ohio 44907

DID YOU KNOW THAT LARRY Edell is still selling 10 diff. transit tokens for only 75¢ plus postage? And that he'll trade 10 diff. TT's for any 6 TT's or PT's from New York City or Long Island? Well he will, and you can write to him:

Larry Edell - 10427 117th Street - South Richmond Hill, N.Y. 11419

AUCTION: new copy of 1958 Atwood Catalogue; Fare Boxes January 1958 to December 1966 missing March 1961 thru July 1964 and October 1964. One lot foreign TT's 29 pcs. all diff. cat. \$4.65.

Lowell Krommiller - 327 Ransom - Ripon, Wisc. 54971

MAIL BID SALE; SCARCE WISCONSIN DUPLICATES. Wis 40 A B C (very Scarce), 70 A, 220 A E, 410 E F, 420 C, 430 B F H, 500 C F, 510 E G L (very scarce), 700 E.

Gerald E. Johnson - 1921 Chase Street - Wisconsin Rapids, Wis. 54494

FOR SALE: Denmark 160 E F 80¢ set; Minn 600 B 35¢; Ga 690 A 40¢; England 90 AR 30¢; Colo 300 F G 30¢; Que 345 J thru Q \$3.50 (these 8 tokens will be hard to get in complete set); Alberta 140 C 25¢; Ont 565 A 20¢; N. Scotia 100 M 20¢; Ariz 640 E \$1.10, 1000 B C 20¢ each.

John G. Nicolosi - 3002 Galindo St. - Oakland, Calif. 94601

SEND ME UP TO 10 different South Dakota trade tokens (must have town & state on them) I will return same amount to you in Calif., S.D., Wisc. or your state if I can. Will trade beautiful coin wall plaque (e diff. coin replicas--12 inch diameter finished in copper or silver color) for 50 trans. tokens (diff.) or 25 diff. western states trade tokens (must have town & state on them).

Jim Rasmussen - Box 214192 - Sacramento, Calif. 95821

WANT TO BUY Ky 10 B D E G H J K. Don't write; just ship with best price! Also Ky. merchant or mining tokens with name of town on them. Let me know town before you ship as don't want to duplicate collection.

Nick McCoy - R 2, Box 104 - Catlettsburg, Ky. 41129

HAVE FOR TRADE OR SALE: old Silverton Railroad tickets with Otto Mears signature, for Colorado TT's or trade tokens also for western trade or TT's or midwestern 6 diff. also Thermopolis, Wyo. TT's for best trade in Colo. TT's.

Paul W. Stewart - 3356 Leyden - Denver, Colo.

FOR TRADE for other U.S. TT's, Calif 395 G, 445 G; NY 630 AN; Pa 765 Z.

Lazear Israel - 936 S. Genesee Ave. - Los Angeles, Calif. 90036

FOR SALE: collection of 355 all different TT's for \$50.00. Catalog value \$56.40 (330 @ 15¢, 4 @ 20¢, 16 @ 25¢, 1 @ 30¢, 3 @ 35¢, 1 @ 75¢) from 36 states and 1 province. First check takes the lot.

C.B. Tyson - 613 Halstead Rd., Sharpley - Wilmington, Dela. 19803

FOR SALE: 1927 Canadian Confederation medals, listed in Charlton's Canadian Catalogue as #251. Nice toned uncirculated specimens. \$1.50. Also wanted: historical metal medals. Medals struck from part of the object being commemorated.

Melvin H. Hays - 6940 Rutherford Court - Cincinnati, Ohio 45239

THE STANDARD WORK ON GERMAN TRANSPORTATION TOKENS: "Münzen und Marken der deutschen Strassenbahnen" (Coins & Tokens of German Street Railways) by Walter Funck. Lists over 325 tokens from nearly 100 cities. Foreword, Introduction, and abbreviations translated into English. Postpaid \$3.95... "Brief History of the Turnpikes of Lancaster County, Pennsylvania" (the earliest American tokens) \$1.25.

J.M. Kotler - P.O. Box 248 - Glencoe, Ill. 60022

NEED FOR COLLECTION AND WILL PAY, \$5.00 for Tex 255 B; \$2 each for La 30 A, 520 A; Okla 640 I J, 860 H. \$1 each for Ark 480 E H L O, 885 E F; Okla 380 C, 860 I; Tex 340 F, 760 D.

Harry L. Strough - 2703 Milam - Houston, Tex. 77006

ANNOUNCING PUBLICATION OF A limited edition of "POLLACK'S CATALOGUE OF HICKEY BROTHERS TRADE CHECKS." 99% complete, listing 422 tokens & 92 photographs. Numbers assigned to each token, complete description, etc., printed on 8 1/2 x 11 paper, heavy stock cover. Price \$5.00 postpaid. (Dealers' discount on 5 or more, 20%). Ready about December 1. Order now.

Foster B. Pollack - 645 West End Ave - 3B - New York, N.Y. 10025

WANTED: CCC TOKENS - also trade checks of Calif. and Nevada. Will buy or trade. I am interested in buying or trading for a collection of any of the above. I have TTs and PTs to trade.

Norman E. Sherman - 4295 Marina Drive - Santa Barbara, Calif. 93105

LET'S trade my list for yours. I need a lot of common tokens and I am sure I have some you may need. My list is large.

Gordon Wold - Route 1, Box 140 - Princeton, Minn. 55371

FOR TRADE: 5 diff. issues of N.Y.C. Transit subway map & guide for any 6 fare tokens. WANTED: will pay 30¢ each for any of the 46 diff. Nlrmberg-Flrther Strassenbahn in good condition.

George Schroder - 78-14 160th St. - Flushing, N.Y. 11366

ALASKA 50 B and HAWAII 240 C & D are not on my trading list of duplicate transportation tokens. Why not send for a copy of the list? We may be able to work out a trade. Also - I still have merchants trade tokens from other states to trade for Ohio items.

Rev. John A. Backora - 83 Markey Street - Bellville, Ohio 44813

FOR SALE TO HIGHEST BIDDER: Pa 15 E, 495 G H, 525 C AB (2 vars.) AC, 725 A C G, 750 L AT, 965 C, 970 A, 998 B.

Richard W. Musser - 311 Clover Avenue - Lancaster, Pa. 17602

FOR TRADE: Ark 435 J; Cal 395 G I; Fla 530 E; Ill 815 A; Ky 510 BS; La 30 E, 670 D, 810 F; Md 60 AH; Mass 115 L, 270 A, 550 I; Mich 75 D E F G I J, 225 G H J, 360 B, 370 I L, 375 A B, 525 H L, 530 M N O, 630 B, 770 F.

Robert Kelley - 6315 Parkview - Mason, Ohio 45040

WILL TRADE OHIO 440 C for any 15¢, 20¢, or 25¢ token I need. Token for token.

Send your list to

Ross Thorpe - 181 W. Chalmers Ave. - Youngstown, Ohio 44507

SPECIAL PERSONAL TOKENS NOW AVAILABLE WITH A.V.A. OFFICIAL SEAL (WITH TROLLEY CAR) ON ONE SIDE, and your name & address & A.V.A. number (or brief message) on the other side. Size 32mm. A beautiful and distinctive personal token. PRICES: aluminum, 100 for \$45; 500 for \$92; 1000 for \$160. Brass, 100 for \$53; 500 for \$97; 1000 for \$163. No die charge. Postage & insurance free. Order directly from:

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CATALOGUE OF WORLD TRANSPORTATION TOKENS & PASSES EXCEPT NORTH AMERICA, 1st edition 1967, either bound or unbound; specify which. Autographed free if desired. Make check or M.O. payable to Kenneth Smith, and order from:

Kenneth E. Smith - 328 Avenue F - Redondo Beach, Calif. 90277

ATWOOD'S CATALOGUE OF U.S. & CANADIAN TRANSPORTATION TOKENS, latest edition, 480 pages including 27 plates of photographs of rare tokens, cloth-bound size 6x9, price \$5.50 postpaid (\$7.50 to non-members).

FEISEL'S CATALOGUE OF PARKING TOKENS OF THE WORLD, 160 pages illustrated. Price \$3.50 for either cloth-bound or loose-leaf edition. (\$4.50 to non-members)

American Vecturist Assn. - P.O. Box 1204 - Boston, Mass. 02104

= ALL AUCTIONS IN THIS ISSUE CLOSE DECEMBER 14 =

Advertisements in THE FARE BOX are free to A.V.A. members--up to 6 lines in every issue if desired. Place ad on separate sheet of paper or a postcard, printed or typed with name & address. Ad must be different each insertion and must be submitted each month. Auctions may include only tokens listed at 25¢ or more in Feisel, Smith, or Atwood, which are obsolete. But 15¢ & 20¢ & current tokens may be offered for sale at any specified price you wish (but not to "highest bidder").

THE FARE BOX

A Monthly News-Letter for

Transportation Token Collectors

NEW ISSUES EDITOR

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94117

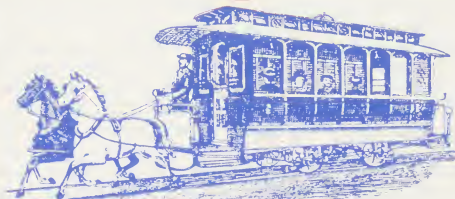
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Volume 21, Number 11

NOVEMBER, 1967

Our 245th Issue

HARRY S. BROWN

Harry S. Brown, A.V.A. #704, died October 10 at age 62. He was a Warehouse Manager in Springfield, Missouri. I did not know him, but he was an active collector of both transportation and parking tokens, and this news of his death will bring sadness to the many members who did know him, and who corresponded with him.

This issue is up-to-date as of December 19 at 2:17 a.m. As usual our high resolves have fallen victim to the necessity of other commitments. The December issue, however, will definitely be mailed by January 6, inasmuch as the postage rate goes up to 6¢ per ounce on January 7, and we want to squeeze in under the line. We won't comment on the postage rate increase, except to say that it will cost the A.V.A. about \$150 extra each year from now on. Airmail goes up to 10¢ per ounce, so those of you who want airmail for your copies of The Fare Box will have to send the Editor \$1.75 extra, and the money is due right now for most of you. But since nearly all First Class Mail is going by air now, it really is not worth the extra cost unless you want the commemorative stamps.

The dues notices for your 1968 membership dues are not ready yet, but we expect to mail them out with the December issue, which will be going out in a couple of weeks. As usual, dues should be sent directly to the Treasurer, R.K. Frisbee at P.O. Box 19082, Westwood Station - Denver, Colorado 80219. You may send in your \$4 now, or you may wait until you get your dues notice, with the December issue.

On page 138 last month we listed a token for the El Reno Municipal Pool with the words "Good For One-Half Fare." We weren't sure if it was for transportation or not. Now John Nicolosi reports a 29mm aluminum token for the Clinton, Okla., swimming pool, with the words "Swim Checks Half Fare" so apparently they like to use "fare" on their swimming pool tokens in Oklahoma. This removes the mystery. The El Reno token almost certainly is not for transportation.

We understand former AVA member C.B. Holcombe is incapacitated with arthritis and would like to hear from collectors. Why not drop him a card or note? His address: Cy Holcombe - 28 Prospect Street - Essex Junction, Vermont 05452.

A few days ago on an NBC-Emphasis radio program, Bill Cullen talked about token collecting and prominently mentioned the American Vecturist Association. He also talked about the Hoboken Ferry token (NY 630 S)--a rare item. Mr. Cullen seemed to be well versed in his facts concerning token collecting, and we suspect he must have got his information by reading the excellent articles in *The New York Times* by its Numismatic Editor, AVA member Herbert Bades. From what Bill Cullen said, I think he would be a good candidate for a token collector if he is not already one.

Invitations for the 1969 AVA convention have been received from the Philadelphia and the Dallas areas. Is there any other group that would like to throw their hat into the ring? If so, please advise me in writing.

The 1968 AVA Convention will be held August 16-18 at the Leamington Hotel in Oakland, California. The hotel is granting us special room rates for the Convention. If plans materialize for the tour we hope to have, it will be something outstanding. A combined mail and floor auction will be held under the direction of Harold Ford. You will hear more from him about that later. One feature of the convention will be provision for many exhibits.

The local token group met in Oakland at the YMCA recently to continue efforts on the Convention. In addition to that part of the gathering, it was like a miniature convention with many displays, tokens traded and sold, and various aspects of collecting discussed. The next meeting will be held January 21 at the Oakland YMCA, 21st & Telegraph, starting at noon and running up to 5 pm if there is interest. Any collector will be welcomed at the meeting. If any information is needed, communicate with John Nicolosi.

- DUANE H. FEISEL, President A.V.A.

= CALIFORNIA VECTURISTS HOLD 64th AND 65th GATHERINGS =
By Robert M. Ritterband

The two Fall meetings of the California Association of Transportation Token Collectors fully upheld the good attendance this club has enjoyed all year. With enthusiastic turnouts, planning and staging successful gatherings has been easily assured. Sixteen new individual collectors have been added to our roster this year.

For our 64th consecutive meeting, on Sunday, September 10, at the home of President Ritterband, we had 21 club members on hand, plus 5 family guests. The 65th meeting, held on Sunday, November 12 at Secretary Willahan's home, drew 20 members and 3 family guests. The average of about 20 members at each of our 6 meetings this year has provided some wonderful chances for token deals among all of us.

Principal topic of discussion at the September session was the recent A.V.A. Convention in August at Minneapolis. None of our local members was able to attend, so the exchange of news items gathered by mail was the order of the day. An excellent letter from one of our out-of-town members who got to the event, Joseph Allis, was read for everyone's enlightenment and enjoyment.

The November meet featured a traditional election of officers. Or maybe "intended election" would be better, as there were no new aspirants for any spot, and so the present panel was reelected. In another item of business, the members voted to set aside any preliminary plans for a group jaunt to next summer's ANA conclave in San Diego, and thus give unlimited support to our own AVA convention planned for the San Francisco area. After a few more business details, the meeting settled down once again to its primary purpose--token swapping and selling.

Iowa City Coach Co. has reduced fares to 10¢ (thanks to a subsidy from the City and the University). The result? An instant 85% increase in passengers, and at the end of 12 months, a 165% increase in passengers! So people will ride public transit if they don't have to float a loan in order to get on the bus or trolley.

But for a fortunate coincidence during the Civil War the Covington & Oxford St. Railway Company might not have been built. Covington, and Oxford which adjoins it on the north, lay in the path of General Sherman's march from Atlanta to the sea and was to be burned as were most of the other towns along that route. However, General Sherman's roommate at West Point was from Covington, and as a consequence of this friendship the two towns were spared. The Civil War saw many such compassionate acts but this one is of particular interest to us. Because Covington and Oxford survived the Civil War undamaged, they were in a prosperous condition when the horsecar era began and were in a position to build and support a transit system.

Like most towns of their size Covington and Oxford were served by at least one hack line after the Civil War, that operated by W.H. Hammett. The two towns must have provided a good clientele to the hack line and later, the street railway company. Covington (1880 population, 1,550) is the county seat and has long been the commercial and manufacturing center for an area extending beyond Newton County in which it is situated. The town is entering a period of rapid expansion now as the number and type of its manufacturing facilities increase, and as it gains in popularity as a commuter town for Atlanta, about forty miles away. Oxford (1880 population, 683), on the other hand, has had virtually no commercial or manufacturing activity. Oxford grew up around Emory College after its founding in 1836. The college was greatly expanded in 1915 to become Emory University, but at that time it moved to Atlanta. The original college buildings are still occupied by a junior college subordinate to the university. The college still dominates the social life and economy of Oxford. Oxford has changed very little since the days of the street railway company.

Like many small towns the majority of the population of the two towns is native to the area. This is a highly desirable situation for one inquiring into local history. During my annual visits to Covington during the past ten years or so, I have been able to talk with many people who remember events of the 1890's. Many of them remember riding the streetcars and it has been easy to gather information on the street railway company. Try that in a city with its shifting population, urban renewal, etc.! I am particularly indebted to Mr. F.B. Hill, a 76-year-old life-long resident of Covington, for much of the best information I have.

So, it appears that between travelling men and college students there was ample patronage to support a transit line and a sound economy to finance its construction when the Covington & Oxford Street Railway Company was chartered in 1873. For some reason the line was not actually built until 1888. Perhaps the long depression which began in 1874, and the depression of the 1880's, had the effect of delaying implementation of the charter. When finally built the line connected the depot, the hotels and the college, and ran for a total of 2.6 miles. The original line ended on the square at the Covington Hotel, but later when the Delaney Hotel was built, the tracks were extended 0.2 miles to the side of that hotel. An interesting feature of the company's tracks was that they were divided into two unconnected lines, one on either side of the Georgia Railroad tracks. The railroad had refused to allow the street railway tracks to cross its tracks citing the possibility of a loaded street car being hit by a speeding train as its reason. It is likely that this was just another consequence of the rivalry between the two forms of transit throughout the country. The street railway tracks crossed the Central of Georgia tracks in Covington at grade level. This amicable arrangement was possible because the street railway company was there first, and not because of a callous disregard for safety by this railroad. The street railway company was undoubtedly put to considerable extra expense by its system being in two parts. The rolling stock consisted of one car on each segment of the track and of course it was necessary to have a barn for each segment. It is quite likely that a single car would have been sufficient for the whole system and it is certain that a single barn would have been adequate but for the inconvenient interruption in the middle. Schedules were timed to cause the cars to meet at the Georgia Railroad station for the convenience of through passengers. A second fare was collected as a passenger transferred.

As most of us know, the masthead of THE FARE BOX was taken from a stock certificate of this company. The engraving shows a dashing scene which must have been due

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to an artist's imagination or, more likely, a stock cut used for such documents. The cars were pulled by mules, not horses, and a more appropriate picture would have been a mule-drawn car plodding through dirt streets.

Electrification of the line was considered briefly but was considered to be too expensive. Toward the end of the life of the company the cars were falling into disrepair as a picture I have from this era shows. In 1913 the streetcars stopped running. This is a little too early to be a result of wide-spread use of automobiles. It is more likely that the reduced enrollment at the college at about that time and the cost of the necessary new equipment were the causes. After the streetcars were abandoned--among the last animal-powered streetcars to operate in the United States--a bus was used for a time. The bus operation was economically unattractive, however, and was sold to an employee, Mr. Austin, who later sold it to a Mr. Bradshaw. By 1930 the bus line was discontinued and no local transit line has operated since.

Very little remains to show that a street railway ever operated in Covington and Oxford. The streets have been paved for many years and no sign of tracks remains. The Oxford barn has disappeared without a trace but the Covington barn has survived as a garage behind the Ginn Motor Company which is on the site of the old Flowers Hotel. Its roof and sides have been covered with corrugated iron and it is not recognizable as an old car barn.

Naturally I had hoped to find some, or even one of the tokens used by this company, but to date I have not succeeded. Of the many people who remember or rode upon the streetcars not one remembers a token. They do remember the fare as being a nickel and also that the bus operations used paper tickets. I had come to believe that the tokens were used only during the early years of the company's thirty years of existence. This is confirmed by information given some time ago to Mr. Coffee by Mr. Guinn, the last president of the company. None of the officers or employees are still alive and we shall have to rely upon the former passengers for any further details of the company's operation.

Over the past ten or so years in addition to many personal contacts while visiting Covington I have written letters, obtained newspaper publicity, run ads, etc. But so far no one I've talked with remembers seeing the ads or articles. I've seen ads by other collectors in recent years, though. The tokens were used and some must remain so it's just a matter of time before I make the contact which will yield one.

The Editor obtained one of the Ga 270 A tokens in 1949. It was the first rare token I ever acquired as a result of newspaper publicity. An old lady in Covington found one in her husband's tool box in the garage, and was happy to accept my \$2.50 offer for it. I enjoyed a long correspondence, as a result of my newspaper publicity, with Mr. R.C. Guinn, who had served the line as its last president. It was Mr. Guinn who sent me the stock certificate from which we took the horsecar design for our masthead. He also sent me cardboard tickets and passes used on the line, and a key used to unlock the old fare box. I have never forgotten Mr. Guinn's epitaph for the old line: "It served its time and need, and died a natural death."

Mr. Jordan has drawn an excellent map of the system, and any member who would like one may obtain a Xerox copy of it from him. Box 92 - Flourtown, Pa. 19031.

= NEBRASKA VECTURISTS TO MEET FEBRUARY 11 =

The Midwest Vecturist Assn. (not to be confused with the Midwest Transportation Token and Ticket Club of Minneapolis) will hold its next meeting at the home of J. Roger Bolz - 6118 Hartley - Lincoln, Nebr., on February 11. All are welcome, and the society now boasts ten members. Roger Bolz is President; Mrs. Elaine Swanson is Vice-President; Mike Jorgensen is Secretary-Treasurer. Dues are \$1 per year plus a \$2 initiation fee for new members. Of the present members, 5 are from Nebraska, 3 from Iowa, 1 from Colorado, and 1 from New Jersey. The previous meeting was held November 12, in connection with the Omaha Coin Show, and 5 members were present on that occasion.

= NEW FINDS =

There has been quite a bit of action in the past month in our hobby. Most of it has involved swapping back and forth of some of the great rarities. For instance, one prominent East Coast collector swapped a magnificent group of rare Lancaster County turnpike tokens to a prominent West Coast collector for a beautiful group of census vulcanite and celluloid tokens. Another swap involved four different collectors, two unique depotels and a rare census streetcar token--one of the most complicated affairs in vecturist history--I know, because I was in on it.

George Diehl came up with the second known example of the beautiful little Texarkana, Tex 910 A, which he has since swapped off for a set of 5 rare tokens.

Leslie Hawthorne discovered the 4th known example of Tex 445 G, as well as a nice WVa 890 G.

Joe Kotler writes that he has picked up two unlisted Budapest (Hungary) bridge toll tokens dated 1866 and 1879. The 1866 one is triangular in shape with a center hole, while the 1879 one is square and solid. Both pieces, he says, have blank reverses with only the obverse impression showing through in relief, Bracteate style.

Your Editor found a nice example of Mexico 540 A in a local coin shop. Ken Smith has the token, but it doesn't seem to be in many other collections among AVA members. My specimen, by the way, has the inscription struck on both sides, but Mr. Smith advises me that this is only an error, for the token is supposed to have a blank reverse.

I've also just learned that my formerly unique Montana 690 A (Oswego Ferry) is no longer unique, for Maynard Harrod also owns the token. See photograph of this rarity in the October Fare Box. Mary Allen informs us that a 1912 business directory lists Oswego thus: "A postoffice on the Great Northern Railroad. Knapp & Co. General Store." No other places of business listed. Knapp's was the town, apparently.

Ken Smith advises us that a recent coin dealer's auction featured some transportation tokens which brought high prices: Ind 460 B and Minn 230 E each sold for \$52.50. Ia 110 A went for \$28.50, while Ia 150 A went for \$14.50. An unlisted token inscribed "SULLIVAN TAXI CO" on obverse, and "GOOD FOR ONE TRIP" on reverse, brass 25mm solid, brought \$30.50. It'd be a funny end to this story if the Sullivan token turned out to be current, which it may well be! Any ideas where it's from?

Last month Dan DiMichael picked up La 240 A, the Richards Stable depotel from Eunice...so another of your Editor's unique tokens ceases to be unique. Uniqueness is a very transient quality in transportation tokens.

When the same collector is offered a "rare" token from three different sources in the same day, he should conclude that the token may no longer be so "rare." A case in point is Ohio 35 C, which has been offered to a number of people by a number of people lately. Another set of tokens which we thought were rare, but which are not so rare, are the Thomasville, N.C., tokens. Seems there are quite a few of the A and B around, and enough of the C to remove it from the census.

And finally, who owns Pa 765 D? Ivan Cline had the only one known, and he says he sold it but doesn't remember who got it. Does it really exist?

If you've acquired an already-listed census token lately, write and tell us about it. Help us keep "New Finds" a lively department to inspire others who haven't had the same kind of luck lately.

In the October issue we published an excellent article on European New Issues by A.C. Hazevoet. Mr. Hazevoet writes to inform us we made a few mistakes:

"There is an error in the listing of one of the 4 new Malmö tokens. The first "L Pollett" is in white metal, but the 2nd "L Pollett 23mm" is in bronze (not in aluminum as listed). Moreover the correct name of the Swedish bus company (Landskrona and Lund) is not Linje Bus, but Linje Buss."

= ENGLAND'S MOST EXPENSIVE FARE TOKENS =
By Donald Capper

On the 4th July 1961 the National Dock Labour Board at Immingham and the Grimsby-Cleethorpes Transport Department introduced a fare token to cover the return journey from Grimsby to Immingham Dock. It had at this time a face value of 2/6d (30¢ at post-devaluation rate) and became what is now more commonly known as England 350 AK of which two die variations exist. The token was unique in two ways as the only centre-holed plastic token in current use, and for being the second known British token to cover a return journey. (The other token being the Rochdale 625 AJ, which covered the 6d return fare from the Pulmonary Hospital to the Town Center.)

Many fare increases progressively pushed the value of the N.D.L.B. token during the past few years to 2/8d (32¢) - 2/10d (34¢) - 3/- (36¢) - 3/4d (40¢) - 3/8d (44¢), until finally in 1967 it was 4/2d (50¢).

A complete reorganization of the dock labour system on the 17th September 1967 caused the closure of the N.D.L.B., and the withdrawal of the token 350 AK after six years in use. On this date four privately owned companies took over the dock labour force, but it was then realized no new token stocks had been produced, and the obsolete ½d. blue (350 AB) (which had not been used since the Suez Canal Emergency Crisis in 1957) was again brought into temporary use to cover the Grimsby to Immingham Dock return trip.

On the 26th September the first new token was issued by the G.C.T.:

GRIMSBY-CLEETHORPES TRANSPORT FARE TOKEN
C 23 Sd Grimsby Immingham Return (black)

Both this issue and the emergency ½d. blue token were used until the 12th November, when the ½d. token was again finally withdrawn.

On the 13th November a second new token appeared, issued by the John Sutcliffe Consolidated Stevedores Ltd., one of the private companies that had taken over dock labour control:

GRIMSBY-CLEETHORPES TRANSPORT J.C.S.C.
C 26 Sd Grimsby Immingham Return (white)

Both new issues covering the same return trip have the same value, 4/2d (50¢), the second token being issued only to the employees of the J.C.S.C.

= CARPENTER'S RAPID TRANSIT INC. OF PORT HURON, MICHIGAN =
By Don McKelvey

In 1929 Mr. Arthur Hughes came to town and hired 3 jitney drivers to go to Tonawanda, N.Y., and drive back 3 buses to start the bus line in Port Huron. Mr. Hughes was the son-in-law of Mr. Carpenter who operated the Carpenter's Rapid Transit of North Tonawanda, N.Y. (see NY 150 A,B). At the beginning of the operation here, Mr. Hughes was the manager, but later became full owner.

I can remember as a small boy riding on these old buses; they were all White buses as I recall, early models of the 1920's. About 1933 they put into service a fleet of new Fords. When the bus line began, there was still one trolley line running out to the Grand Trunk Western RR depot. Port Huron claims to have had the second electric streetcar line in the U.S.A.

Mr. Hughes sold the bus line in the early 1950's and retired. Mr. Peyton, who bought the line, changed the name to Port Huron Bus Company and eventually issued Mich 775 D,E. Mr. Peyton sold out after about 5 years, and since then there have been two other owners, but the bus line has been a losing proposition, and the City is forced to underwrite its service. Presently it is called Port Huron Transit Co., and they use a straight 25¢ fare, and have never issued any tokens.

= RECENTLY DISCOVERED FRENCH TRANSPORTATION TOKENS =
By F.J. Bingen

As early as 1965 I had heard rumors that the tramway company in Saint-Quentin (France) had used tokens during a brief period in the early 1920's. It was one of my French friends, who wrote me to this effect, giving the name of a second French collector who should have additional information about these tokens. I wrote to this collector, but this appeared fruitless. After that, I made inquiries of every French collector who, to my knowledge, owned a large collection of French emergency money, but none of them had the tokens in question. Even the Smithsonian Institution, having the important collection of Mr. Turc, wrote me that they had never seen these tokens. And since no known catalogue of French emergency money gave a listing for Saint-Quentin, the issue remained for some time questionable.

During my vacation in France in the summer of 1966 I paid a visit to Saint-Quentin, and to the office of the tramway company (all streetcars had since been replaced by buses). I found an old conductor, who remembered having seen aluminum 25 centimes tokens. Though I asked everywhere in the city no tokens came at hand. And no other information either.

Headquarters of the company being in Paris, I wrote afterwards to the Président-Directeur-Général, Mr. R. Boule. His reply was very friendly. He answered all my questions, telling me his company had indeed issued tokens in the denomination of 25 centimes in the autumn of 1924. In the First World War the whole network of the Tramways de Saint-Quentin had been destroyed and it was only in August, 1924, that they could start again. Shortly afterwards the tokens came into use, but by 1925 they became obsolete again. He regretted very much that he could not send me any items, for not even he had any of these tokens and he was also unable to give me a description of the tokens. Although the issue now seemed certain, we remained in the dark about what they looked like.

A few weeks ago, however, I received another letter from Mr. Boule. Before I opened the envelope I could feel there were some metal discs inside. Several of our readers will have been in the same circumstances. To me it's always very intriguing to receive such a letter. This time it was a great surprise that awaited me. Enclosed was a small envelope, with "Jetons de Saint-Quentin" on it. And there they were, at least four tokens in three different varieties, as follows:

TRAMWAYS DE SAINT-QUENTIN

Z	22 Sd	25 c (c below the value)
A	22 Sd	25 c "
A	22 Sd	25 c (c to the right of the value)

Thanks to Mr. Boule I am now the proud owner of these obviously very rare French transportation tokens. Don't ask me for the duplicate of the 3rd token. My friend Mr. Hazevoet was the lucky one who got it.

I stated above that I had written to the Smithsonian Institution. Although they couldn't give me any information on the Saint-Quentin issue, they reported another previously unknown French transportation token from the Turc collection. This one is from Nice, as follows:

DISPENSARE LENVAL 10 * JETON DE TRAMWAY *

Z	40 Sd	(blank)(obverse letters incuse)(nickel-coated)
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No further information was available on this unique token.

A beautiful 65-page illustrated booklet, *Transit in Toronto 1849-1967*, has just been released by the Toronto Transit Commission to its employees. Alan Weighell obtained a few extra copies which he will be happy to send to interested A.V.A. members as long as they last, if they will send him 25¢ postage (coin). Address him at 86 Ledbury Road - Toronto 12, Ontario, Canada. It's really a nice book, with pictures of omnibuses, horsecars, early trolleys, and the latest subway equipment.

= NOVEMBER SUPPLEMENT TO ATWOOD'S CATALOGUE =
By Ralph Freiberg

FLORIDA

Treasure Island 930 (Reported by Roice Rider)

TREASURE ISLAND FLORIDA TOLL

C WM 22 T-sc Treasure Is. Causeway Return Trip (Vars.)

\$0.15

ILLINOIS

Westchester 900 (Correct Information as to Usage Supplied by Don Punshon)

C T A

A o A 18 Sd A [colored green] (Adult token)

1.00

B o A 24 Sd C [colored maroon] (Child token)

2.00

[Used on the rapid transit line to Westchester, in the early 1950's.]

KANSAS

Manhattan 600 (Reported by Norman E. Sherman)

MANHATTAN TRANSFER LINE

F o A 25 Sd Good For One Ride To and From Hotel or Depot

5.00

SOUTH DAKOTA

Miscellaneous 1000 (Reported by Norman E. Sherman)

E.J. QUIRK, REAL ESTATE ON EASY TERMS. HIGHMORE, S. DAK.

I o A 38 Sd Good For Railroad Fare in Payment of Land. E.J. Quirk,

Highmore, S. Dak.

2.50

MANUFACTURERS' SAMPLES

Group 15 (Reported by Morton H. Dawson)

JOHNSON FARE BOX COMPANY JFB (in script)

B o Bz 20 Sd Good For One City Fare 6 for 25 (nickel center)

CANADA - ONTARIO

Patterns 998 (Reported by Alan T.C. Weighell)

F B 22 Sd (like 998 A but brass with white metal center)

Passes 999 (Reported by J. Douglas Ferguson)

CORNWALL NORTHERN NEW YORK INTERNATIONAL BRIDGE CORP.

B o Bz Ov Pc Not Transferable (counterstamped numerals)

5.00

QUEBEC

Patterns 998 (Reported by J.D. Ferguson)

N B 25 Sd (same as 970 A but brass instead of WM)

O Bz 22 Sd " " 200 B " bronze " " brass

P Bz 22 Sd " " 150 C " " " " WM

Q WM 20 Sd " " 60 A " WM " " brass

R WM 20 Sd " " 120 A " WM " " "

CANADIAN TIMETABLE TOKENS

VAPEUR TROIS-RIVIERES SE RENDANT a STE. ANNE TROIS RIVIERES (SHIP)

I o Pt 39 Sd Souvenir de Pelerinage a Ste. Anne de Beaupre (church)

MONTREAL FONDEE EN 1642 A. DESROCHES. NUMISMATE. MONTREAL

APPEL AUX ARMES 1752-1812 1837-1866-1885 (BEAVER ON A BRANCH)

J o Pt 34 Sd Souvenir of a Trip Down St. Lawrence River Rapids. (Steamer)

(name "Corsica" on side of ship)

= NOTES BY RALPH FREIBERG =

This month we are making a new listing for a token used on the Treasure Island Causeway. Apparently in making dies for various tokens some of the manufacturers must be using some sort of a cheaper die which only lasts so long and every time a new order is sent in, they have to make a new die, being unable to use the old one. This occurs quite often in parking tokens, possibly also on some of the Canadian tokens and possibly on strikings of the tokens for the Treasure Island Causeway. So far we have noted two varieties on the 930 A token and at least four varieties on the 930 B...and so far at least two on the token without the comma. This token will not be handled by the New Issues Service as it is doubted if the company will take the time to pick out tokens without the comma.

Dave Jordan wrote Don Punshon and asked if he could learn anything about a small token with CTA on one side and with the letter A on the reverse. The CTA replied to Punshon that in the early 1950's on their rapid transit line to Westchester they used a hand register to register the additional fare required on the last part of the trip into Westchester. We are not sure of the exact fare for this zone charge but whatever it was, it was given to the conductor who in turn would hand you one of these tokens to insert in the hand register. A small 18mm green token with "A" on the reverse was used for the adult rate, and a 24mm maroon token with "C" on the reverse was used for the child fare. On December 9, 1951, buses were substituted for 5½ miles of the rapid transit line into Westchester and Maywood, so it is believed the tokens were used in 1950 and 1951.

Don Punshon also reports that Chicago fares went up on November 5, 1967, to 30¢ regular fare, with 5¢ for transfer. Some of the rapid transit routes to certain destinations went to 40¢ and certain buses, including the Westchester Bus, to 45¢.

As for the Manhattan Transfer token, Norm Sherman has verified the use of a token here from the Annals of Kansas, Volume 1, page 292, August 18, 1899. That issue also pictures a 4-horse bus used to Kansas State University.

It is believed that the pass listed for Ontario was issued prior to the pass token listed in the September Fare Box. With regard to the pass listed in September, we hear that there have been souvenir strikings made from the same die, which have nothing to do with transportation.

The manufacturer's sample is exactly like 15 A, but with the metals reversed. We believe these to be among the earliest manufacturers' samples ever made.

= NOVEMBER NEW ISSUES SERVICE REPORT =

By John G. Nicolosi

This month we draw blank. It happens every so often. We have no tokens to send out. We do have one or two in view, but no definite assurance that we'll be able to obtain them. (We are sure of one English token for next month.)

We would appreciate any help you members can give us in locating and obtaining new issues for us.

I have received a few more of England 500 CA, so a few more of you will receive them. Thanks to Ken Smith for these.

This is another good month to welcome in some new members. From the Associate list we more Gordon Wold, Carl Schwab, up to the Regulars, and from the waiting list to associate we welcome A. McCarroll, Syd Joseph, and H.C. Schuman.

Still a few of you with debit or low accounts. If you don't want someone to be moved up to take your place, you'd better send in that check to me!

And now, as I have it on the best authority that this issue will be the last one before Christmas, "We" of the New Issues Service wish to take this opportunity to wish each and every member, a Merry Christmas and a healthy & Prosperous New Year!

= HOW MANY NEW MEMBERS WILL YOU SPONSOR IN 1968? =

= NOVEMBER SUPPLEMENT TO THE CATALOGUE OF WORLD TRANSPORTATION TOKENS =
By Kenneth E. Smith

AUSTRALIA

Katoomba	420	(Reported by Les Hawthorne (B and E), and J.M. Kotler (C and E))	
		SCENIC RAILWAY KATOOMBA CHILD 4½d	
A o B	32 Sd	(blank)	probable
B o B	32 Sd	(blank)(4½d ground off for a rise to 6d)	\$2.50
		SCENIC RAILWAY KATOOMBA CHILD 6d	
C o K	32 Sd	(blank)	2.50
		SCENIC RAILWAY KATOOMBA ADULT 9d	
D o K	32 Sd	(blank)(vars.)	probable
E o K	32 Ch	" (9d drilled out for a raise to 1 shilling)	2.50

BRAZIL

Rio de Janeiro	600	(zone checks, reported by Ritterband and Schmal)	
		CASTELO AUTO. ONIBUS. SA.	
YGo V	31 Sd	E Favor Colocar a Fichana Caixa (green)	.50
		EMP. IRACEMA--	
YHo P	26 Sd	(blank)(red)	.50

ENGLAND

Blackburn	90	(Reported by Donald Capper)	
		BLACKBURN CORPORATION TRANSPORT	
AS C	23 Sd	6d. (Vars.)(dark gray)	.30
Salford	655	(Reported by Donald Capper)	
		SALFORD CITY TRAMWAYS (ARMS)	
ADo C	23 Sd	Employees	.60

GERMANY

Ulm	870	(Reported by J.M. Kotler)	
		ULMER STRASSENBAHN UND ELEKTRIZITATS-WERK	
YAO B	21 Sd	(winged wheel and lightning bolts)	
		(This token may be an electric meter check, or a transportation token.	
		Until its usage has been verified it remains in the Miscellaneous items.)	
Zwickau	895	(Reported by R.M. Brown, Jr.)	
		UNSTEIGE-KONTROLLMARKE EIGENTUM DER STÄDT STRASSENBAHN ZWICKAU	
D o K	23 Sd	Nur Gültig mit Gleichzeitig Gelostem Fahrschein ohne Fahrt unter-brechung	.50

SWEDEN

Malmö	500	(Reported by Don McKelvey)	
		MALMO STADS SPARVÄGAR K POLLET MSS	
AI WM	19 Sd	MSS (between wings)	.20
Örebro	630	(Reported by J.J. Manning, Jr.)	
		STADSTRAFIKEN ÖREBRO K-POLLET	
B B	19 Sd	(same as obverse)	.20
Lund	490	(Reported by Don McKelvey)	
		LINJEBUSS L B STADSTRAFIK	
C B	21 Sd	(church)	.25

Please keep the listings coming. Remember to send a rubbing, or photograph, in addition to the listing when you send your discovery.

= NOVEMBER SUPPLEMENT TO FEISEL'S CATALOGUE OF PARKING TOKENS =
By Duane H. Feisel

ALABAMA

Jasper 3500 (Reported by NEVA)
DOWNTOWN ACTION COMMITTEE COURTESY PARKING
A B 23 Sd Good Only in Jasper, Ala. Parking Meters (7/67-) \$0.15

COLORADO

Pueblo 3760 (Reported by Robert H. Gaarder)
PROGRESSIVE MERCHANTS OF PUEBLO COURTESY PARKING TOKEN
B A 21 Sd Courtesy Parking Token Pueblo Colorado (12/1/67-) .15

KENTUCKY

Corbin 3140 (Reported by Pat & Maurice Murdock)
CORBIN KENTUCKY WELCOME
A B 23 Sd Parking Meter Token 5¢ .15

MICHIGAN

Flint 3315 (ex-Unidentified #3033; Location reported by Kermit Streeter)
C.S. MOTT CHILDRENS CLINIC
B B 23 Sd (same as obverse)(10/66-) .25

NEW JERSEY

Clifton 3165 (Reported by Sam Ruggeri)
UPPER MONTCLAIR COUNTRY CLUB
A B 23 Sd (same as obverse)(ca late 1964-) .25

NEW YORK

Gloversville 3315 (Reported by Kenneth Hall)
GLOVERSVILLE MERCHANTS ASSOCIATION
A Bz 21 Sd Courtesy Parking Token (5/6/64-) .15

Syracuse 3875 (Reported by Ruggeri)
UPSTATE MEDICAL CENTER SYRACUSE NEW YORK
A B 23 Sd Parking Token (1965-) .25

TEXAS

Wichita Falls 3985 (Reported by George Gould)
FIRST METHODIST CHURCH WICHITA FALLS, TEXAS (GATE)
A Bz 25 Sd Parcoa Token (gate)(Rev. D)(6/63-) .25
(0: bottom of gate aligns ...)
a. (I -- A)
b. (W -- between AS)

WASHINGTON

Olympia 3600 (Reported by Michael O'Hara and Ted Hartung)
DOWNTOWN OLYMPIA PARKING FREE
A B 23 Sd (same as obverse)(10/67-) .15

WEST VIRGINIA

Weirton 3830 (Reported by Jack Wilcox)
WEIRTON PARKING AUTHORITY SHOP WEIRTON W.VA.
A B 23 Sd Good Only in Parking Lot Meters (3/65-) .15

WISCONSIN

Oshkosh 3620 (Reported by John Clymer)
NEW AMERICAN BANK PARKING TOKEN
C B 23 Sd (same as obverse)(TOKEN straight)(6/67-) .25

WYOMING

Worland 3900 (Reported by Steve Album)
HOTEL WASHAKIE
A B 23 Sd Parking Check (7/66-)

\$0.25

UNIDENTIFIED (Reported by Ruggeri)
WOODS VIEW INN GUEST PARKING
3039 B 23 Sd (same as obverse)

ADDITIONS AND CORRECTIONS

MSPT 3054 B: add variety description (10/67)
(O: I in DEVICES points down to ...)
a. (between NC)
b. (to right upright of N)
Man 3900 A: add variety description (12.66)
a. (original die)
b. (reworked die: weak diagonal lines behind WILACO; the words AUTOPARKS, WINNIPEG, and CANADA recut)

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

Things are getting back to normal with me after an emergency trip back east that ended up being of three weeks' duration. I have had a great deal of mail to answer, so I have been trying to keep up with what comes in each day and then work back into the stack as time permits. Progress has been made in reducing this stack, but there are still a number of letters to answer--those of you waiting to hear from me can appreciate the circumstances. One thing I was able to do on the trip was to work on some tokens that had been reported to me, but for which the user would not reply to my inquiries by mail. As well, PTNIS members will benefit from some of my efforts by virtue of some of the tokens they receive.

The Jasper, Ala., token heading the nice group of listings this month is used in conjunction with the standard type of merchants parking validation plan--a token given with a minimum purchase which is \$3 for Jasper.

The new Pueblo plan is, again, a merchants parking validation scheme involving a minimum \$2 purchase. The plan was begun just in time for the holiday shopping season. The tokens will buy an hour of parking at meters and 30 minutes at city-owned lots; additionally, some private lots will accept the tokens as 5¢ toward the parking fee.

Information is lacking for the Corbin, Ky., token. Undoubtedly the token is used with a merchants parking validation plan.

Information is also lacking regarding the C.S. Mott token. Evidently the hospital has several installations in Flint. One of my first inquiries was returned from one building with a notation that no parking tokens were used. After several additional inquiries, it appears that the token is used at 608 W. Sixth Ave. for those who might care to write in an attempt to obtain the tokens. The inquiry that did produce results carried the notation that the tokens are used "occasionally."

The Upper Montclair Country Club token has an interesting story behind its use. The clubhouse and restaurant are located near the intersection of a major highway with the Garden State Parkway, and both roads have limited access. Local residents found that they could save a couple of miles of driving by cutting through the Country Club grounds which provides access to and from the major highway. To stop this flow of traffic through private grounds (reportedly as many as 200 cars a day), token or card operated parking gates were installed across the roadway. To pass through the grounds, one needs a card or token. Members are issued permanent cards, guests are provided with tokens. It is possible to enter the parking lot, park, and leave in the same direction as entrance without having to pass through the gate. However, if you bring a car in one entrance and want to leave by another, then the gate has to be passed. This use is more like a toll gate, but since the gates are actually parking gates and since the public is really not supposed to be involved in the operation, we are listing the token in the parking token category. Those who collect transport-

ation tokens to the exclusion of parking tokens might want to consider having this token as a related item.

The Gloversville token is used with a standard merchants' parking validation plan.

The Syracuse Upstate Medical Center is part of the State University of New York. It consists of both a major teaching and research center and a medical facility for the care of the sick. There are many parking lots in the Center, some of which are for staff use where the parking gates are card-operated. Other lots for public use require 25¢ or a token for entrance. When I was there the gate was up and an attendant collected 25¢ or a token; traffic was heavy at the time, and I suspect that at low volume traffic times the gate is in operation. The tokens are given free to volunteer workers and sold at the rate of 8 for \$1 to persons visiting the hospital on a regular or extended basis. I was not able to obtain a supply of the tokens, but you might be successful in sending 25¢ and a stamped addressed envelope.

The First Methodist Church in Wichita Falls, Texas, has a gate-controlled parking lot where tokens are required to open the gate. I do not know how or to whom the tokens are issued. There have been two batches of tokens obtained which resulted in the two distinct obverse varieties.

A merchants' validation plan is in force in Olympia, Wash., which involves the use of tokens.

Downtown merchants of Weirton, W.Va., give tokens to customers to provide free parking and to compete more favorably with suburban shopping centers which provide free parking. When first put into use the tokens were intended to encourage use of off-street parking lots where they could only be used; however, the tokens can now be used in any meter. The token will buy 30 minutes of parking time.

A new batch of tokens for the New American Bank of Oshkosh, Wis., resulted in a new token listing. On the Wis 3620 B the word TOKEN is curved.

The Hotel Washakie tokens are apparently provided to guests and restaurant patrons to permit free exit from a gate-controlled lot. The hotel states that their token supply is low, so I was not able to obtain a supply for PTNIS. It was stated that a fresh supply of tokens was on order, so there may be a new token altogether, sometime in the future. It may be possible for me to obtain a supply of the tokens when the new batch is delivered.

Mr. Ruggeri feels that the new unidentified token may be from Wisconsin. Who will locate this one for us?

The new variety of MSPT 3054 B, the original being reported just last month, was obtained by me while visiting Detroit. The "a" variety is the one I described last month with the die defect in the vicinity of IC in MICH.; the "b" variety does not have this die defect.

Barry Uman pointed out the differences in the old and new batch of Man 3900 A. The differences are marked and occur, as far as I can tell, on the obverse only. The tokens I supplied to PTNIS members were the "b" variety (I still have some of these on hand.)

PTNIS members were shipped a nice batch of tokens which includes the following items from the listing this month: Ala 3500 A, NJ 3165 A, NY 3315 A, and Wash 3600 A. In addition, tokens accumulated from previous months that were shipped were: NY 3660 A, ND 3440 C, and Ill 3150 BLb (to most members). Of the other listings of this month, Colo 3760 A is on hand and Ky 3140 A and WVa 3830 A are probably now on the way to me. PTNIS members are requested to build up their accounts since the next shipment should be at least of \$5 cost. Openings are still available in PTNIS for anyone interested.

= NO MORE STREETCARS IN TOKYO, JAPAN =

The world's largest city has seen its last streetcar. Trolley cars were introduced in Tokyo 64 years ago, and on December 9, 1967, the last cars rumbled through the famous Ginza of the great city. The cars were decked with flowers, and a loud speaker atop a building played "Auld Lang Syne." Over 8,000 people surged into the Ginza to witness the unhappy event, and the newspaper account says they all were sad.

FOR SALE: MOUNT VERNON, IND 650 B and C tokens at \$2.00 each. Stamped envelope please. (paid ad)

Ivan B. Cline - 1118 West Illinois Street - Evansville, Ind. 47710

FOUND - UNLISTED VARIETY - CRESCENT PARK MERRY-GO-ROUND TRANSPORTATION TOKEN. This variety has a small star punched through the center of the token. Price \$20.00 - 5-day return privilege. (paid ad)

George J. Cormier (TAMS #687) - 32 Birch Street - Woonsocket, R.I. 02895

FOR TRADE: Ala 560 F; Calif 775 J, 50 C; Conn 35 K; Minn 50 P, 230 F, 510 D, 540 L O V, 730 F, 760 I; Mo 370 G K, 440 D J O, 820 B, 910 F G H; NM 40 E; Mont 140 D; Nebr 420 E F; NH 240 A, 640 A, 835 A.

Robert Kelley - 6315 Parkview - Mason, Ohio 45040

MAIL BID: Cal 125 D, 275 A, 760 E; Conn 210 A; Fla 530 H; Ill 150 Y, 495 G; Ia 730 A, 850 K; Kans 150 C; Mich 375 A; Minn 600 B; Mo 230 B, 910 K; NJ 30 A, 885 A; NY 70 A, 505 A; NC 980 H; ND 960 A; Ohio 175 Z; Okla 590 D; Ore 700 I; Pa 10 B, 25 D, 70 A, 750 W, 775 A B, 870 A, 985 D; Va 600 B D I J; DC 500 AE; Ontario 675 G H.

Lowell Kronmiller - 327 Ransom Street - Ripon, Wisc. 54971

WILL TRADE 1951 CANADIAN commemorative 5¢ VF or better for each different foreign TT.

Capt. G.W. Gallagher USN - 1420 Decatur Ave. - Bremerton, Wash. 98310

MANCHESTER, ENGLAND 500 F to trade for US TTs or good offer of California trade tokens, telephone, military or saloon tokens.

Norman E. Sherman - 4295 Marina Drive - Santa Barbara, Cal. 93105

TRADE OR SELL hard times token no. 108 in Cat. value \$150 pewter. Best offer cash or TTs or census tokens. Also have 100 trade tokens diff. Nebraska for best TT or trade tokens Colo., Wis., Calif., Nev. Also Louisiana gold 1/4 1/2 1904 for best offer in TT or cash.

Paul W. Stewart - 3356 Leyden - Denver, Colo.

Anyone desiring new issue of parking tokens Pueblo, Colo. send 25¢ coins or stamps to me. Will be mailed postpaid. Dealers write.

R.V. Brandenburg - P.O. Box 3132 - Pueblo, Colo. 81005

FOR TRADE: TTs and merchants' tokens from various states, for Indiana merchants' and Civil War store card tokens that I need.

Mrs. Virginia King - R6 Rd 50 W - Columbia City, Ind. 46725

WILL TRADE PA 3545 for your TT. Will trade my 10 diff. TTs for your 10 diff. Send your trade list.

Joe Pernicano - 58 Sonia Lane - Broomall, Pa. 19008

FRANKLIN MINT GAMBLING TOKENS--I have available the special prooflike sets for 1965, 1966, and 1967, sold only to stockholders. These are available for sale or trade for items I need such as transp., parking, military, and trade tokens. Also, many transp. tokens available for trading for any of these wants.

Duane H. Feisel - P.O. Box 11661 - Palo Alto, Calif. 94306

WANTED: MEDICALLY-ORIENTED parking tokens, gate tokens, for clinics, hospitals, infirmaries, medical schools, etc.

C.O. Evanson, M.D. - 172 Schiller St. - Elmhurst, Ill.

BRITISH TOKENS from Sheffield, Bradford, Wigan, and Manchester areas. All undamaged items. 30 diff. \$3. 100 diff. \$10. or send your latest want-list. Postpaid ship mail. = DONALD CAPPER - 14 Acresfield Ave., Audenshaw - Manchester, England

MAIL BID SALE: Wis 510 H N, 220 B, 70 A; Mich 30 A. Also have the following for trade: Wis 30 A C, 620 B E F, 700 C, 790 G J, 900 A; Calif 435 A; Colo 760 O; Tex 30 D, 365 A.

Glen Williams - 504 Tenth Street - Fond du Lac, Wis. 54935

WANTED: ANY NEBRASKA 25¢ or above TT. Also any U.S. military medals, wings, presentation cases, ribbons, bars, lapel buttons, citation certificates, and medals. Send list with values wanted and describe fully.

Michael Jorgensen - 525 So. Lexington - Hastings, Nebr. 68901

NEW YORK TOKENS WANTED: 10 D E I, 25 A G, 75 A, 80 A, 365 A, 380 C, 395 A, 410 A B, 440 B, 615 B E, 630 U V Z, 695 B, 730 D, 800 A, 810 A, 830 E G, 955 B, 980 A. Buy or trade. - George H. Wyatt - Skylark Lane - Lunenburg, Mass. 01462

MAIL AUCTION: BC 450 B; NS 850 D; Ontario 200 A, 400 E F; Que 970 A; Man 900 E.

John K. Curtis - Box 263 - Willowdale, Ontario

FOR TRADE: for any transp. tokens needed - Mo 3420 B (Rev. B) (only 3 in stock); Mo 3400 B (Rev. C).

Frank C. Greene - Skyline Inn, Rt. 25 - Kansas City, Mo. 65141

FOR SALE - timetable F for \$10.00 (see page 316). Will become more desirable when the New York Central merges with the Pennsylvania RR. I have only 2 so write soon or they will be gone. = Morton H. Dawson - 182 Whiting Lane - West Hartford, Conn. 06119

ATWOOD'S 1952 CHECK LIST for sale. 8x11 loose-leaf pages in ring binder. Numerous pencilled notations make this an excellent oldtime reference. Donated to Calif. token Collectors for resale by past AVA President Gordon Smith. No reasonable offer refused. Please write to club president:

Robert M. Ritterband - 6576 Colgate Avenue - Los Angeles, Cal. 90048

NEW PARKING TOKEN from Pueblo, Colo., will trade for any other PT or TT plus stamped envelope. This token will be sent to members of PTNIS.

Robert Gaarder - 1041 Alexander Circle - Pueblo, Colo. 81001

WANTED: TT's in large quantities. If you have 100 to 3000 of a kind, I will offer you a swap of other TT's that will be very favorable to you. Please state Atwood numbers and quantities of your pieces in your first letter.

Max M. Schwartz - 28 West 44th St., Rm 421 - New York, N.Y. 10038

TRADE FOR 997 Zone Checks that I need: all Illinois, 10 D E, 25 A, 130 F, 135 A B, 150 R U X Y Z AA AD AE, 1000 C, 205 A, 250 A B I, 270 C, 285 A E, 315 A, 350 G, 370 C, 440 B, 455 H J, 460 F I J, 530 E, 600 B, 605 C, 640 A, 660 A, 665 A, 685 A B, 690 B C D E, 720 B, 755 A E F, 760 F H I J L M N O P, 765 A, 785 B C, 795 T, 890 ABCDE. George W. Diehl - Fort Loudon, Pa. 17224

MY DUPLICATE trade list of over 500 diff. transp. and parking tokens in exchange for your duplicate list. I still need many of the 15¢ items.

Roice V. Rider - 4001 6th Avenue South - St. Petersburg, Fla. 33711

100 ALL DIFF. U.S. TT's, \$10.50; 250 diff. for \$30; 300 diff. for \$39. Special: 450 diff. (no die vars.) \$71.50 postpd. For one dollar: two Cal 300 F, two Cal 300 G, and two Cal 300 H. AUCTION: DC 500 A and Pa 15 E.

Ken Hayes - P.O. Box 6043 Elmhurst Sta. - Oakland, Cal. 94603

DID YOU KNOW THAT LARRY IS STILL TRADING ten different transit tokens for any six TT's or PT's from New York City or Long Island? And that he'll trade his bus or subway map for yours? And that he's now trading TT's for political material? Well, he will, and you can write him at:

Larry Edell - 10427 117 Street, South - Richmond Hill, N.Y. 11419

BEST OFFER IN CASH OR TRADE: NJ 999 G. For Sale: Colo 300 F G, 60¢ set; Ariz 640 E \$1.10; Ariz 1000 C 20¢; Denmark 160 E F 80¢ set; England 90 AR 30¢; N. Scotia 100 M 20¢; Alberta 140 C 25¢; Quebec 345 J thru Q \$3.50; Calif 3845 A 15¢. Postage please.

John G. Nicolosi - 3002 Galindo Street - Oakland, Calif. 94601

WILL TRADE MANCHESTER, ENGLAND, 500 F for 500 E or other foreign transp. token of equal Smith Cat. value.

Leslie R. Hawthorne - 334 Vine St. - Glendale, Calif. 91204

TRADE: send any parking token cataloging 25¢ and receive one trade token containing name of city & state. Will also trade my trade tokens for ones from Ky., Ind., and Ohio. Must have city & state.

Stanley Buckley - 23 18th Street - Newport, Ky. 41071

HAVE PA 750 G, will trade for any of the following: Ill 135 E, 150 C, 195 B, 220 C D, 435 A B, 455 G, 580 A, 720 D, 795 D. Also will sell 100 diff. TT's for \$15 (will include at least 2 25¢ and 1 50¢ tokens).

Ore H. Vacketta - 426 S. State St. - Westville, Ill. 61883

FOR SALE: A COMPLETE SET OF THE FARE BOX monthly issues from July 1947 (Volume 1, Number 1) to December 1966 (Volume 20, number 12). Price only \$125.00 plus freight or postage. First come, first served.

Joseph Allis - 48 East 29th Street - New York, N.Y. 10016

FOR TRADE: NJ 290 A and B; Va 580 C, 620 E F. For Sale: Pa 15 E, \$5.50. WANTED: Will pay top prices for rare Virginia TT's needed for my collection. Also want to buy Virginia trade tokens.

David E. Schenkman - P.O. Box 11164 - Norfolk, Va. 23517

WANTED: HICKEY BROS. TOKENS. Have a few items to trade but would rather buy them outright. Please list those you have and price.

A.W. Siebert - 10201 Plymouth Rd. - Apt 15 - Detroit, Mich. 48204

TRADE KY 10 O for any 25¢ TT I need. Ind 460 D for Ind 330 A, 460 E F I N, 610 D, 960 A B, 980 A B, 997 A B C D, or what have you? Also Ind 500 A. Send your trade list & SSAE, receive 1 15¢ TT & my trade list. Ref. Mr. Feisel's ad last Oct. How true it is. He has helped me a lot.

Ray Ingalls - 739 Buchanan - Indianapolis, Ind. 46203
 LET'S TRADE: I have foreign coins to trade for TT & PT. No. Kansas City 50th Anniversary medal for other anniv. medals; OPA red & blue points for TT & PT. FOR SALE: 25 diff. PT - \$4 (no varieties); NY 630 AN - 4 variety set for \$1. SPECIAL: 3-vol. set of lunar photos (11-14) from Ranger spacecrafts to trade for 250 diff. PT & TT (your choice).

Sam Ruggeri - 1018 So. Carley Court - No. Bellmore, N.Y. 11710
 PA. TT NEEDED: 20 A, 55 A, 65 I, 255 A, 310 A, 340 B, 425 B, 445 C, 525 W Y Z AA, 605 C, 725 B J, 750 N, 765 K, 785 D E, 850 D, 950 L, 975 D. I have for trade: Ill 150 A; Ohio 175 W; Pa 165 E, 315 A, 480 B, 750 W AN, 997 A B H M N O, 3060 A.

Dr. Herman Aqua - 487 Bennett St. - Luzerne, Pa. 18709
 FOR AUCTION: (1) pattern bronze of Quebec 200 B. (2) Leroux 612, opening of Victoria Bridge. (3) 3 diff. medals advertising Ford, Pontiac & Oldsmobile. (4) Strum 1965, picture of steam engine.

Barry Uman - 4155 A Mackenzie St. - Montreal 26, Quebec
 MOGEN DAVID ADOM (ISRAEL RED CROSS) in the 1950's issued cardboard bus token-tickets (reusable) in conjunction with the local transport companies. If destroyed or not used by the riders, their face value, 5 pruta, was donated to charitable work. I've obtained a small quantity of these unusual pieces at \$3 each....Clark Air Base (Philippines) palm tree & volcano dollar used by airmen \$2.50....Postage please.

J.M. Kotler - P.O. Box 248 - Glencoe, Ill. 60022
 FIRST CHECK FOR \$10 TAKES IT: round metal pass used by members of the old (now defunct) Hollywood (California) "Stars" baseball team (Pacific Coast League). Made of heavy copper, one side is flat, one side is convex with threading on it, to simulate a real baseball. Obverse: HOLLYWOOD BASEBALL ASSOCIATION (CROSSED BATS & BASEBALL); Reverse: STARS PASS (THREADING & BLANK PLACE FOR NAME OR NUMBER). 34mm diameter. Unc. condition. - J.M. Coffee, Jr. - P.O. Box 1204 - Boston, Mass. 02104

CATALOGUE OF WORLD TRANSPORTATION TOKENS AND PASSES EXCEPT NORTH AMERICA, first edition 1967 either bound or unbound, please specify which. Autographed free if desired. Make check or M.O. for \$5.00 payable to Kenneth Smith. Order from:

Kenneth E. Smith - 328 Avenue F - Redondo Beach, Calif. 90277

ATWOOD'S CATALOGUE OF U.S. & CANADIAN TRANSPORTATION TOKENS, latest edition, 480 pages with 27 photographic plates and index of obverse inscriptions; all known tokens up to time of publication are described exactly and given valuations. Price \$5.50 to A.V.A. members, postpaid (\$7.50 to others). Cloth-bound, size 6x9.

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American Vecturist Assn. - P.O. Box 1204 - Boston, Mass. 02104

= ALL AUCTIONS IN THIS ISSUE CLOSE JANUARY 12 =

= APPLICATION FOR MEMBERSHIP =

989 WENDELL J. DILLINGER - 380 SHENSTONE ROAD - RIVERSIDE, ILLINOIS 60546
 Age 37; Railroad Executive. Collects U.S., Canada, Foreign. (Allan Williams)

RESIGNATION FROM MEMBERSHIP

225 Charles H. Runyon - Route 1, Box 12 - Sugar Grove, Illinois 60554

CHANGE OF ADDRESS (* indicates contribution to pay for new address plate)

* Capt. G.W. Gallagher USN - 1420 Decatur Avenue - Bremerton, Washington 98310

* Kenneth V. Hayes - P.O. Box 6043, Elmhurst Station - Oakland, California 94603

* Mrs. Virginia King - R 6 Rd 650 W - Columbia City, Indiana 46725 [corrected zip]

* William H. Park - 12312 Starlight Lane - Bowie, Maryland 20715

THE FARE BOX

A Monthly News-Letter for



Transportation Token Collectors

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Palo Alto, California
94308



Volume 21, Number 12

DECEMBER, 1967

Our 246th Issue

A. V. A. TAKES IN ONE-THOUSANDTH MEMBER

We close out 1967 appropriately by finally initiating Member Number 1000, a young man who we hope will be with us for many years to come. He is Billy Migley, son of AVA member #770, Mrs. Clara Migley of Lancaster, Ohio. It took us nearly 20 years, but we don't think it will take that long before #2000 joins us.

Dues statements are included with this issue. Although the deadline for payment of your 1968 A. V. A. dues of \$4.00 is not until March 1, you will be doing all of us, including yourself, a great favor if you will send it in promptly. Except for the Life Membership fund the Treasury is just about empty. We don't like to touch the Life Membership fund, because that is self-defeating. As a matter of fact, until 1968 dues payments come in, there isn't enough money to cover expenses for The Fare Box for the first half of 1968, and the Editor will either have to advance money out of his own pocket, or borrow from the Catalogue Fund, neither of which is a very satisfactory way of running things around here. The increase in postage rates by 20% only adds to a very serious financial situation for us. We will not curtail the quality or size of our issues which, if anything, will be bigger and better in 1968. But you can help immeasurably by sending in your \$4 dues right away to the Treasurer, R. K. Frisbee - P. O. Box 19082, Westwood Station - Denver, Colorado 80219. Some members, including Life Members, have indicated that they will include 25¢ or so extra to help us handle the postage increase. If you wish to do this, we'll be grateful. But you are neither required nor expected to do it if you don't wish to, or are unable to...and we realize that many of our members, especially the Juniors, have trouble enough raising the \$4.00.

But in any event, I anticipate a great year ahead for The Fare Box, with issues as large as we can make them (limited only by the amount of good material on hand) and lots of photographs. Publishing The Fare Box is more important to your Editor than his own token collection, and he intends to maintain the quality of what he thinks is a pretty good paper, even if it does come out late most of the time.

We have just heard the unhappy news that our good friend Joe Kotler, AVA #399, has had a serious accident. He is in Evanston Hospital, Evanston, Illinois, recuperating from a fractured skull. He'll be there for a while, and letters and cards would cheer him up.

At 2:40 A. M., January 3, we wish you all a Happy New Year...somewhat belatedly as usual...and with pride, for we have used ten different styles of type in this issue!



- 990J MAURICE WARREN - 281 KING GEORGE HIGHWAY, BOX 1209 - NEWCASTLE, NEW BRUNSWICK
Age 15; Student. Collects U.S. & Canada. (Masuda)
- 991 HECTOR J. TURGEON - 143 HARRISON AVENUE - WARWICK, RHODE ISLAND 02888
Age 47; Machinist. Collects U.S. only. (Coffee)
- 992 JOHN STEELE REID - 39 BARREMA ROAD - LAKEMBA (BOX 98) N.S.W. 2195, AUSTRALIA
Age 49; Retired. Collects U.S., Canada, Foreign. (Mazeau)
- 993 HAROLD R. MASSEY - 709 EAST STREET - WOODLAND, CALIFORNIA 95695
Age 26; Auctioneer. Collects all types. (Mazeau)
- 994 OSCAR W. LEHTO - BOX 202 - GRAND COULEE, WASHINGTON 99133
Age 65; Retired. (Coffee)
- 995 FRANK W. MILLER - 6634 PERSHING AVENUE - UNIVERSITY CITY, MISSOURI 63130
Age 46; Professor of Law. Collects all types. (Coffee)
- 996 MELVIN ROSENBERG - 1900 COLUMBIA PIKE - ARLINGTON, VIRGINIA 22204
Age 28; Attorney. Collects all types. (Porter)
- 997 RAY KOTANSKY - 126 SOUTH MONROE STREET - STREATOR, ILLINOIS 61364
Age 38; Businessman. Collects U.S., Canada, Foreign. (Lee Sanders)
- 998 N.T. WRIGHT - 3329 IOWA - ST. LOUIS, MISSOURI 63118
Age 65; Court Clerk. Collects U.S. only. (Hinde)
- 999 PETER J. HOCKENSMITH - RFD 4 - HANOVER, PENNSYLVANIA 17331
Age 52; Electrical Repairman. Collects U.S. only. (Mazeau)
- 1000J WILLIAM J. MIGLEY - 210 SOUTH MAPLE STREET - LANCASTER, OHIO 43130
Age 16; Student. Collects all types. (Mrs. Clara Migley)

RESIGNATION FROM MEMBERSHIP

741 Peter J. Baldwin - 92 Sparrows Herne - Basildon, Essex, England.

CHANGE OF ADDRESS (* indicates contribution to pay for new address plate)

- * Harold Don Allen - 553 Neilson Street - Arvida, Quebec (Canada)
- * Roice V. Rider - 5300 28th Street North - Box 5, Lowe's Trailer Camp -
/St. Petersburg, Florida 33714

= NEW FINDS =

The activity referred to last month seems to have intensified this month, for we keep getting reports of very rare tokens being swapped and sold. As for finds of already-listed census tokens, there aren't so many. Joe Kotler reports: "By paying a high price to a non-member in Kalamezoo, I was able to obtain one of the rare octagonal aluminum Citizens Street Railway tokens (Mich 530 C). The fellow said he had advertised for years to get some of the scarce local issues, but this was the first that turned up."

Frank Kelley of Harbor, Oregon, reports that he bought, for 50¢ in a junk shop, one of the Maine 480 B tokens. It isn't census any more, but still a rare token, and certainly a bargain at half a buck.

We understand that Joe Allis has picked up the Herdie Coach token (Neb 540 F.) That token was unique until about 18 months ago; since then at least 4 more have turned up. Still a very nice rarity; and one of the few vulcanite transportation tokens not used for bridge, ferry, or streetcar.

John Litchenberg found two of the 25¢ Chouteau Bridge tokens, and one of the 10¢ ones (Okla 190 B and C). The 10¢ one is the rarest of the set. He says he can't afford to keep them, so you'll find them up for auction in the ad section this issue.

Last issue we asked if anyone owned Pa 765 D. So far nobody admits to owning it, and we're beginning to wonder if the thing ever really existed.

We appreciate reports to this column of New Finds of previously-listed census tokens. Of course discoveries of unlisted rarities are listed in the Catalogue Supplement...but if you find one that's already listed, please write and tell us.

= THE STORY OF CITY TRANSIT IN NORFOLK, VIRGINIA =
(from Virginia Transit Company's *Transit Topics* for November 30, 1957)

Norfolk's transit history, like that in virtually every other city, is steeped in romance, heartaches and difficulties. In fact Norfolk's first railway company went through a four-year period of legal and financial entanglements before the first streetcar was operated.

John B. Whitehead, who was to play such an important part in Norfolk's transit history, Thomas Corpew and Cicero Burness organized the Norfolk City Railroad in 1866 with \$100,000. The company was granted permission by City Council to stretch a track of not more than six miles along Church Street from the west end of Main Street to the old fairgrounds. Later the limit of six miles was extended to 20 miles and the company was ordered by City Council to maintain not only the track area but also two feet on either side of the flat rails.

The local newspapers, after nothing was done toward the construction of the railway system, began to ask some embarrassing questions. The questions became even more embarrassing when it was revealed that some northern capital had been invested in the company. Finally in April, 1870, after four years of negotiations, the first rail was laid.

August 12, 1870, the first horsecar went into operation. Five ornate cars had been delivered earlier from Wilmington, Del., and had been stored in the company's depot in Huntersville awaiting the track construction. The fare was 7 cents and the cars seated 20 persons. The success of a month's operation induced the owners to buy 5 more horsecars, and they were ordered in September, 1870.

Even from the first, the cars were looked upon not only as a medium of transporting people but also for advertisement. Car cards were plastered on the cars shortly after they began operation. Even so, in the spring of 1871 the owners were crying that there was not enough revenue. Shortly the company went into bankruptcy and the cars were stored. The company was reorganized in January, 1872, and the fare was reduced to 5 cents. People began to ride the cars and it looked as if the company was set to keep going. But disaster struck hard. The first fatality was recorded within a month after the cars started running again. The driver of one vehicle leaned out to fix a broken trace and fell under the wheels of the car. Then in October an epidemic struck down 33 of the 35 head of horses and left the system practically inoperative. Teams of laborers were employed to pull the cars to keep the system going.

Then in January, 1873, while some of the pipes for Norfolk's first water lines were being laid, several of the cars ran into the open ditches. A strike of the workers for back wages the next month and the cries of creditors failed to keep the system stopped long. In March, the cars began running again, only to head for the storage barns in December because of further financial complications.

Whitehead got the company back on its feet with some further financial investment in 1875 and from that time on the cars remained in operation. Some economies were introduced such as rebuilding the two-horse cars for one-horse operation and a system of packaged change meant more money coming to the company rather than going into the pockets of the drivers. Such innovations as stools for the drivers to sit on during their 14-hour workday and straw on the floor to keep the passengers' feet warm in the winter were introduced. Then as financial success came, more cars were purchased and more track was laid.

Other men thought they saw opportunity and organized some more companies, but apparently they could not meet the competition offered by the revitalized Norfolk City Railroad Company. In February, 1888, the first horsecars started operations at Berkley.

Then came a period of merging companies. Whitehead again got into the scene by organizing a company and obtaining a charter from the General Assembly to run a line to Ocean View where a hotel was to be built. The line to Ocean View had been talked of from the beginning, but no action on the track construction had been started. Finally all financial details were worked out and a steam locomotive began pulling coaches to Ocean View daily. The locomotives were built in Norfolk and the first one to run was named "W.H. Taylor" in honor of one of the owners. Whitehead had the second named for him. They burned wood.

In December, 1889, the City Railway Company obtained permission to use electricity for power and in 1894 the first electric cars operated. Within six months after the first electric cars began, all the horses were retired and the system was completely electrified. The electrification was a great step, but one of Norfolk's chief problems was not solved until well into 1900. That was the fact that not all of the tracks would accommodate a streetcar of the common gauge. It was not until 1917 that all of the track was made to the five-foot two-inch gauge.

After the inauguration of the electric car system Norfolk's transit system really began to grow. Extensive double-tracking was done and lines were extended or new ones built to various sections. The Norfolk-Portsmouth Traction Company came into being in 1906 and assumed operating control over the transit systems of the two cities. Then in 1911 the Virginia Railway and Power Company extended operations from Richmond and took over the systems of the two cities. Since that time the three cities have been operating under the same management.

Norfolk's first buses came in August, 1925, when the Virginia Electric & Power Co. purchased 36. This was the date of Norfolk's initial move to all-bus transit service. The introduction of the buses saw a discontinuance of some car lines, the first being Edgewater in 1927.

The Virginia Transit Company took over the transit operations in Norfolk December 29, 1944. On July 1, 1945, the Virginia Transit Company, operators of the Richmond and Norfolk systems, pooled its resources with the Portsmouth Transit Co., the Youngstown (Ohio) Municipal Railway Co., the Akron (Ohio) Transportation Co., the Springfield (Illinois) Transportation Company, the Southern Coach Company, operators of the Chattanooga and Nashville (Tennessee) systems, and the Baton Rouge (Louisiana) Transportation Company, to organize the United Transit Company.

In September, 1947, VTC inaugurated the modernization program by converting the Naval Base streetcar line to buses and the program was completed July 11, 1948, the Ocean View Main Line being the last streetcar line to operate in Norfolk. In addition to scrapping the streetcar system, VTC removed tracks and paved the streets from which the tracks were removed. VTC also took up tracks on the private right-of-way on Granby Street and in other places.

Following the general trend of the bus industry throughout the nation, VTC placed into local operation its first Diesel powered bus in December, 1951. By 1957, 54% of the VTC bus fleet were using Diesel fuel.

= MESSAGE FROM THE PRESIDENT =

Best wishes to each and every one of you for a happy and rewarding 1968! May you all add census tokens to enrich your collections, and many fellow collector friends to enrich your enjoyment of this fine hobby.

1968 bodes well to be an outstanding year for the AVA. The quality and quantity of articles submitted for publication in THE FARE BOX indicates how much we are progressing in our understanding and knowledge of the "bits of history" that we collect. By the end of 1968 we expect to have our new edition of the Atwood Catalogue--no effort will be spared in making this the most outstanding exonomist publication of all time. Plans are still being formulated, but the new edition of the Parking Token Catalogue will most likely be out before the end of the year. Work on the compilation of articles from the first twenty years of THE FARE BOX continues, but progress is slower than expected initially--it is just a lot of hard work!

To me one of the outstanding attributes of the AVA is the spirit of cooperation and helpfulness that exists among members. To be part of this, you have to attend local club meetings where practical, write letters especially, and attend the annual convention if possible.

- DUANE H. FEISEL, President AVA

It's official! Streetcars are running again between El Paso and Juarez....Fares in Louisville, Ky., have gone up from 25¢ to 30¢, tokens from 4/90 to 4/\$1.10.

= THE MULE CAR LINE OF MADISON, WISCONSIN =
By Gerald E. Johnson

The Madison, Wisc., Street Railway was organized in 1834 by a group headed by E.W. Keyes, the political boss of the southern Wisconsin Republican machine. The company started operation with eight cars and 50 mules. The "Dinkies" as the mule cars were known, ran on iron rails from the barn across from the Fauerbach Brewery up Wilson and King streets to the University Avenue corner, (University of Wisconsin). Shortly afterwards, the tracks were extended to the fair grounds (nor Camp Randall), a two-mile run.

However, business was not as good as anticipated and the city added to the problem by constantly hounding the company to repair the streets, which were hazardous near the narrow gauge "T" rails. Why business was bad is not known; the fare was 5¢, an attractive rate in a city where the only other public transportation was the brightly colored omnibus operated by the Bererly Jefferson Transfer Line. These "buses" took passengers directly to their destinations, charging an exorbitant 25¢ fee. Perhaps the answer was the size of the mule cars, which were only 14 feet in length, and benched to seat only 18 persons. As was the custom in these days, the driver sat on an open platform outside the passenger compartment, protected from the elements by a small roof. The fare box was at the entrance and the driver doubled as conductor.

At the beginning, cars were pulled by two mules, but later, for economy sake, one mule was used on flat stretches. Extra mules were tethered at the base of hills, and double-hitched for the pull up, when walked back down to await the next scheduled car. The mules wore melodious harness bells to forewarn the tardy of the Dinkies' approach.

By the year 1887, the line had shrunk to six cars and 26 mules (one car having burned in 1885 when an oil lamp exploded and the other lost on an icy grade).

Although the line was franchised to run through 1909, financial success was elusive and in June, 1892, after numerous directorships, the company failed.

Five short months later the electric car came on the scene, to reign supreme in Madison through 1934.

Over a period of years, vecturists have attempted without success to confirm a strong suspicion concerning the token listed as Ind 580 A. Madison, Wisc., could well be the home of this token, but so far no conclusive, concrete proof exists. However, the hovering shadow of doubt remains.

Don Punshon poured through Poores (forgive me)--and found the Madison (Wisconsin) Street Railroad Co. listed and detailed. In the same 1887 Poores manual, Don found a listing of the Madison Street Railway Co. of Indiana. It is interesting to note that the Ind 580 A token reads "Madison Street R.R. Co." (same as Wisconsin company) while the B token is listed "Madison Street Railway Co. (same as the Indiana listing in Poores).

The sun has set on the day of the Dinkie, and few people still living can even recall the little Madison, Wisconsin, mule cars. All that remains is a scant historical record, and the fine little vulcanite tokens of the Madison (Wisconsin?) Street Railroad Company.

= THE APPALACHIA, VIRGINIA, TOKENS =
By David E. Schenkman

I was out in western Virginia last summer hunting coal mine scrip and trade tokens, and stopped off in Appalachia to inquire about the M & M Coach Line. I was lucky enough to find an old driver of one of the buses, who informed me that the line was in business only for a few years, during the early 1940's. The operation consisted of only two vehicles, one of which was driven by the owner. The bus ran the ten-mile stretch of winding road between Appalachia and Keokee, and was used mostly by the coal miners. The owner is no longer living, and his wife and family have moved from the area.

= DECEMBER SUPPLEMENT TO ATWOOD'S CATALOGUE =
By Ralph Freiberg

KANSAS

Neodesha 680 (Reported by Gordon Wold)
JOHNSON HACK LINE GOOD BETWEEN DEPOT AND HOTEL'S NEODESHA KS.
G o B 29 Sd 25 \$3.50

MARYLAND

Maryland State Roads Commission 670 (Office at Perryville)
STATE ROADS COMMISSION OF MARYLAND N.E. EXPRESSWAY
A WM 28 Sd State Roads Commission of Maryland Official Duty
(counterstamped numerals; gold finish with red center) .50

MISSOURI

Hannibal 370 (Reported by Norman Sherman)
HANNIBAL ST. R'Y. COMPANY
M o Cc 23 Sd One Fare 5 5.00

NEW YORK

New York City (Manhattan) 630 (Reported by Max M. Schwartz)
WESTCHESTER ST. TRANSP. CO., INC.
ARO B 16 W Good For One Fare [Never placed in use] .25

PENNSYLVANIA

Bristol 125 (Reported by Max M. Schwartz)
NEIBAUEER BUS COMPANY N
B o Bz 16 Bar Good For One Fare N .25

SOUTH DAKOTA

Miscellaneous 1000 (Reported by Marie A. Johnson)
OTIS LAND CO. BLUNT, S.D. RIGHT LAND, RIGHT PRICES.
J o A 38 Sd Good For Railroad Fare In Payment of Land.
Bought of Otis Land Co. Blunt, S.D. 2.50

WISCONSIN

Sheboygan 790 (Reported by A.H. Erickson)
WISCONSIN POWER & LIGHT CO.
K WM 23 W-sc Good For One Fare (brass-plated) .15
[Same as 220 B, but brass-plated]

UNIDENTIFIED (Reported by Floyd Barnett [124], and Marie Johnson [125])

BISMARCK BUS LINE INC. GOOD FOR ONE FARE
124 Bz 25 Sd (blank)
KELLOGG'S MOTOR BUS
125 A Tr Sd One Ride Depot and Palace Hotel [inscription in 23mm circle]

CORRECTION: The token listed last month as Ontario 999 B should be 998 D; add size (39x23mm) and (Sc).

= NOTES BY RALPH FREIBERG =

The Neodesha token has elaborate scroll work around the lettering, and we hope to have a photograph of it in the new Catalogue, which will help immeasurably in understanding what it looks like.

It has been decided by the Catalogue Committee that highway toll road tokens will be listed hereafter under the name of the state. So this one is listed under "Maryland." The ones from Illinois and New Hampshire will be listed, in the new Catalogue, under "Illinois" and "New Hampshire." Usually these highways pass through

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several cities, so to save any arguments about which city they should be listed under, we are going to use this method. The Maryland State Roads Commission has refused to let any of these tokens out to collectors, on the ground that they are for official use of the personnel employed on the Kennedy Memorial Highway. The token says "N.E. Expressway," but presumably the name was changed to Kennedy Memorial Highway. Collectors are advised to be cautious about paying high prices for these tokens, as previous experience indicates that eventually they will be available in more or less ample quantities.

The Hannibal token differs from the A in that this token's reverse has a 5 on it, and of course it is made in a different color.

With respect to the Manhattan token, this company had this token made, but it was never placed into use. Apparently some of them got out, however, and were being sent in for redemption, which caused a bit howl from Westchester Street Transportation Co., which said that any of these tokens that were out were "stolen property." In any case, the outfit was taken over by the New York City Transit Authority in March, 1962. This outfit, by the way, was the successor company to the firm that issued NY 630 R. They also had operated the Third Avenue Railway and the Surface Transportation Corp. which issued NY 628 A and B. I don't know why the 630 AR's were issued, but possibly for use on the Third Avenue El, or the 5th Avenue Coaches. In any case now that the firm is out of business and several of the tokens are starting to show up, we've decided to list them.

The Neibauer Bus Company was sold in 1963 to another company. I don't have much information on the firm now, but imagine that it was a suburban line. The New Issues Service was fortunately able to obtain an adequate supply of them for its members, in spite of the fact that they've been obsolete for over four years. We are listing them at the price we had to pay, but we don't know what the fare rate was when they were used. We learned about these tokens when one of them showed up, fortunately, in Max Schwartz' token exchange, and that set us looking for them. The New Issues Service operates on a cost-plus system. We could just as well have obtained these tokens, dumped all but ten of them, and held out for a big fat price for the remaining (census) tokens. But we don't operate this way, and it kind of gripes us when someone else finds a common token in quantity, and holds out "for trade only." We believe the A.V.A. should be a cooperative effort, and this is why members of the N.I.S. are going to get the Neibauer token at a nominal price instead of a big price.

The South Dakota item, like all the others in this group of "Good For Railroad Fare in Payment of Land" was used around 1908 to 1917 as a promotional gimmick, and these tokens were in no way whatever really good for any kind of railroad fare. They are really nothing more than advertising pieces of a real estate nature, but we list them because of the wording, which connects them, rather distantly, with transportation. They are interesting, and they are all extremely rare except SD 1000 A.

The Sheboygan token is a companion piece to the token listed on page 81 of the May 1967 Fare Box. As the company in Sheboygan is under the same ownership at the one in Fond du Lac, they took these tokens and brass-plated them. The plating wore off in a hurry, it seems. I imagine both varieties were plated, but have only seen one of them. These may have been used before the 790 J tokens were made. It is almost impossible to get tokens from this company, and we can only hope that if, eventually, these become obsolete we may be able to obtain some of them.

We are listing the Unidentified #124 as a maverick although it would appear to have been issued for Bismarck, N.D. However we can't get any information that it was used there. I don't know of any other city with this name. This token came from a die stamping firm, and may be a pattern.

The other maverick has been known for some time, but we've never been able to find a home for it. It is interesting because of its triangular shape. We measured the size by taking the widest dimension across the base of the triangle. Two of these are known to exist, and they appear to be early motor bus depot tokens. Can anybody help us locate a home for these? There are Palace Hotels in lots of places. so that doesn't help us too much.

We have a few other depots to list, but their owners want to check them out before they become part of the "public domain" so to speak.

= DECEMBER SUPPLEMENT TO THE CATALOGUE OF WORLD TRANSPORTATION TOKENS =

By Kenneth E. Smith

DENMARK

Esbjerg 200 (Reported by Jørgen Sødmod)

ESBJERG BYBUSSE

C B 19 Tr-sc (same as obverse)

\$0.25

Kolding 460 (Reported by A.C. Hazevoet)

KOLDING BYBUSSE

B B 19 K-sc (same as obverse)

.20

ITALY

Palermo 600 (Reported by J.M. Kotler)

SOCIETA SICULA TRAMWAYS OMNIBUS DI PALERMO

C o B 24 Sd (horse head)

5.00

NETHERLANDS

Amsterdam 50 (Reported by A.C. Hazevoet)

AMSTERDAM TERMINAL K L M SCHIPOL AIRPORT (BUS)

A B 30 Sd (same as obverse)

.35

TURKEY

Istanbul 400 (O reported by J.M. Kotler)

400 A has two size varieties, 36mm and 37mm.

400 B has (vars.)

E.T.T. UMUM MUDURLUGU

O o B Hx Ch linci Mevki Talebe (21mm)

.50

SWEDEN

Halmstad 280 (Reported by H. Carlsson)

HALMSTADS STADSTRAFIK A POLLETT

A B 19 Sd Halmstads Sparbank 1835 (oak tree)

.25

HALMSTADS STADSTRAFIK B POLLETT

B B 23 Sd Halmstads Sparbank 1835 (oak tree)

.30

Landskrona 450 (Reported by A.C. Hazevoet)

LINJEBUSS STADSTRAFIK L B (TWO STARS)

C B 21 Sd (arms of the Province of Skåne)

.25

Malmö 500 (Reported by A.C. Hazevoet)

MALMO STADS SPÄRVÄGAR M S S L POLLETT

AJ WM 23 Sd MSS (between wings, emblem of company)

.30

MALMÖ STADS SPÄRVÄGAR M S S

AK WM 19 Sd K Pollett

.20

AL A 19 Sd K "

.20

AM WM 23 Sd L "

.30

AN A 23 Sd L "

.30

CORRECTIONS (varieties reported by J.D. Ferguson)

Sweden 490 C - change to 490 F (Nov. 67 Fare Box)

Sweden 300 J has a reverse variety of RV711

Sweden 820 NT has a reverse variety of RV719

Sweden 820 RD has a reverse variety of RV701

Remember when you report new discoveries, in addition to giving the exact wording and punctuation, to send rubbings or photographs. This is essential to insure accurate listings. Please keep the listings coming.

= DECEMBER SUPPLEMENT TO FEISEL'S CATALOGUE OF PARKING TOKENS =
By Duane H. Feisel

CALIFORNIA

Los Angeles 3450 (Reported by Jeff Brashares (AG), and John Nicolosi (AH))
MOUNT WILSON SKYLINE PARK (TRIANGLE DESIGN)
AG Bz 33 Sd Metromedia (triangle design)(6/6/67-) \$2.00
AH Bz 33 Sd (same but white metal plated) 2.00

Torrance 3910 (Reported by George Gould)
BANK OF AMERICA
C B 25 Sd Courtesy Parking .15

CONNECTICUT

New Haven 3305 (Reported by Don Mazeau)
A.D. PERKINS CO. 43 ELM ST. NEW HAVEN
D Pe 32 Sd Good For 15 Minutes Parking (1967)(incuse white letters) .25

ILLINOIS

Chicago 3150 (Reported by Joseph Mark Kotler)
WOLKE & KOTLER FREE PARKING (GATE)
BN Bz 25 Sd Open Monday Thursday Friday Evenings (11/67-) .25

Naperville 3615 (Reported by Frank Milne)
NAPERVILLE CHAMBER OF COMMERCE INDUSTRY PROFESSIONS COMMERCE
RELIGION EDUCATION (BUILDINGS)
A B 23 Sd Good Only In Parking Meters (11.28.67-) .15

KANSAS

Kansas City 3490 (Reported by Hal Ford)
PUBLIC LIBRARY KANSAS CITY, KANSAS
E WM 25 Sd (blank)(11/67-) 1.00

LOUISIANA

Shreveport 3810 (ex-Unidentified 3037; location reported by Kermit Streeter)
PARKING CHECK FOR WILLIS-KNIGHTON CLINIC
B B 23 Sd (same as obverse) .25

PENNSYLVANIA

Haverford 3448 (Reported by Leonard Paul)
MAIN LINE CHAMBER OF COMMERCE PARK AND SHOP
A B 23 Sd Valid Only On The Main Line (7/15/67-) .15

WEST VIRGINIA

Clarksburg 3140 (Reported by E.M. Rice)
CLARKSBURG PARKING AUTHORITY SHOP CLARKSBURG
A B 23 Sd Good All Over Clarksburg Parking Token (10/67-) .15

ADDITIONS AND CORRECTIONS

Ky 3140 A: reverse, 5c, not 5¢ (11/67)
Unidentified 3039: WOODS VIEW INN, should be 3040 (11/67)
MSPT 3057 B: add variety description
(R: propeller points ...)
a. (X--O)
b. (between EX -- R)

= PARKING TOKEN NOTES BY DUANE H. FEISEL =

Headlining the new listings for this month is a pair of very unusual tokens. First the size is much larger than we usually have, and second the "face" value is quite high. The Mount Wilson Skyline Park is located inside the Angeles National Forest which overlooks the city of Los Angeles. The mountain top park, consisting of 720 acres, is the site of Mount Wilson Observatory. Also within the park is a large concentration of television, radio and communications transmitters. Intended for family relaxation and recreation, Mount Wilson Skyline Park offers food service, picnic areas and beautiful scenery. Upon entering the park, the driver of the automobile must purchase a token for \$2.00; this token is then used to actuate the gate at the exit from the park. Originally the bronze token sold at \$1 for weekday use, and the white-metal-plated token sold at \$1.50 for weekend and holiday use. Now the tokens are used interchangeably, sold at \$2 each for use on weekends and holidays.

The new bank of America, Torrance, token is probably from a new batch. Other Card-Key manufactured tokens exist in brass or as white-metal plated; these tokens will be reported from time to time as usage is confirmed.

The new supply of tokens for the A.D. Perkins Co. of New Haven, Conn., was manufactured in a new color combination. These tokens are given to customers for use in a nearby parking lot. Tokens were first used in 1962. Apparently the tokens are made in batches of 500 pieces.

The new Wolke & Kotler token represents a new batch of tokens required to replenish the available supply.

The Naperville token is used in the standard merchants parking validation operation. This token is unusual from the standpoint of all the detail on the obverse side.

The tokens for the public library in Kansas City, Kansas, are required for exit from a special parking lot for library and Board of Education patrons only. Each token must be signed for by the patron.

My efforts to obtain information about the Willis-Knighton token have been in vain. Not only have my inquiries gone unanswered, but the money I sent was never returned. Perhaps some local collector will be able to help us parking token collectors with this one.

The Main Line parking token is used in several communities on the Main Line outside Philadelphia. The tokens are distributed in the usual merchants parking validation plan. The token is listed from Haverford because that is where the offices of the Main Line Chamber of Commerce are located. Tokens are used in the business districts of Ardmore, Bryn Mawr and Wayne; other towns were expected to participate. This token will not be scarce, but I have not been able to secure a supply for PTNIS.

In Clarksburg, W.Va., tokens are distributed in a merchants parking validation plan. One token is given with a purchase of from \$3 to \$10, two tokens for \$10 to \$20, etc.

In the Additions & Corrections section you will note that I erred in assigning the number last month to the Unidentified token. This came about since I had pulled the file card for the "real" unidentified 3039. I was able to locate 3039 as a MSPT, and had purchased a supply of these tokens for PTNIS. Unfortunately this supply was "lost" in the mails as I received an empty package. Another supply will be obtained, and the correct listing will be made.

Related to the standard parking tokens are the personal parking tokens that have been issued by Mr. Olivier St. Aubin of St. Laurent, Quebec. The tokens issued by Mr. St. Aubin have a theme related to the Canada Centennial Year celebration. A total of 1,333 different tokens were made, of which 653 are classed as regular issues and 680 as unique patterns. Over 600 different of these tokens have been received by me so far, and I must say that they are the most imaginative and colorful group of tokens that I have ever seen. Many of the tokens are highly unusual and cause a great deal of comment whenever displayed. Mr. St. Aubin has used about 12 different inscriptions in a variety of combinations in a wide variety of materials and colors. These tokens will not be catalogued except in the Personal Token Listing that John Coffee has compiled, and then not in detail in that listing.

PTNIS members will receive a real bonanza in the shipment for December. A few

of the tokens have not yet been received here, but in any case whatever is on hand will be shipped before January 7 when the higher postal rates go into effect. In addition to Colo 3760 B and WVa 3830 A reported last month, the following tokens will be distributed: Calif 3450 AG and AH, Conn 3305 D, Ill 3150 BN, Ill 3615 A, Kans 3490 E, and WVa 3140 A. This helps to make up for some of the lean months of this past year!

This might be a good time to express thanks on behalf of all the collectors of parking tokens to those other interested collectors who have gone out of their way to help us with new parking token listings. This is part of the spirit of token collecting, and transportation collecting in particular, which sets this field apart from most of numismatics. Please keep up the good work!

= SUPPLEMENT TO THE LISTING OF PERSONAL TOKENS OF VECTURISTS =

This listing is a compilation of those Personal Tokens which have come to light since the previous listing published in the September 1967 issue of The Fare Box. The listing began on page 191 of the December 1966 Fare Box, and was continued on page 49 of the March 1967 and page 125 of the September 1967 issues.

Criterion for listing is that the token must have been issued by, and bear the name of, a former or present member of the A.V.A. It must be made of metal or plastic (no wooden items will be listed here). Tokens of which fewer than ten were made will also not be listed.

A complete listing of all personal tokens known, as of the end of 1967, will be included with the NEVA Supplement #4 to the Atwood Catalogue.

- COPLEY COIN CO. DEAL WITH MAURICE GOULD FRANK WASHBURN BOSTON, MASS.
335C A 35 Sd You Win (arrow for spinner)
R.J. HUDSON GOOD FOR PARKING
367A B 22 Sd (same as obverse)(incuse letters)[see Pa 3765 E]
NORTH EASTERN VECTURIST ASSOCIATION NEVA MEMBER
449A Pk 37 Sd (blank)
NORTH EASTERN VECTURIST ASSOCIATION 1962-1967 (STREETCAR)
449B Pg 37 Sd Commemorative Fifth Anniversary New York City Nov. 1967 Token
GRANT SCHMALGEMEIER
462G Pr Sq Sd Merry Christmas (23mm)
BOB VELDMAN TAMS 134 MUNICIPAL BUILDINGS
557A B 29 Sd 1968 Oakland's New Museum 10th & Oak St.
ROBERT W. KUBACH 4675 EAGLE ROCK BLVD. LOS ANGELES, CA. 90041
A.V.A. 571
571A A 35 Sd Collector of Transportation Tokens (horsecar)
N.E. SHERMAN TOKENS WANTED 4295 MARINA DRIVE
611A Po 37 Sd Santa Barbara Calif. 93105 (horsecar)
JOE H. CALLICOTT R.F.D. 3 CARTHAGE, N.C. 28327
981A Pb 38 Sd Collector of Golf Clubs - Golf Books Tokens - Trade - Trans.
Tax - Metal Script Commemorative [sic]
JOE CALLICOTT
981B Pg 38 Sd Merry Christmas
SUE & JOE CALLICOTT
981C Pr 38 Sd It's Christmas

= BATS TO CONGREGATE =

The Bay Area Token Society (unofficial name) will meet again on January 21 at the Oakland YMCA, 21st & Telegraph, Oakland, Calif. The meeting room is available from Noon to 5 pm. As usual fresh coffee and doughnuts will be served. Plans for the 1968 AVA Convention will be discussed and formulated. No formal business meeting will be held. All are welcome. Call or write John Nicolosi for additional information.

PARKING TOKENS WANTED: La 3080 Ab, 3740 Cb, 3810 A(C); Ky 3640 Aa; Conn 3210 Ab; Ohio 3175 D(A,B), F(D), Lc; 3740 A(C,D), 3675 B. Will trade transp. tokens that catalogue 25¢ to \$1 for each. Also have one unidentified 3010 available.

Harold Ford - 1999 Gaspar Drive - Oakland, Calif. 94611

HAVE A FEW PAPER PASSES for "The Pueblo and Suburban Traction and Lighting Company." These were issued in book form to police dept. "Good For One Ride." Have the word "Police" printed thereon. This Co. was formed in 1902 and operated until 1911, when the Arkansas Valley R.L. & P. Co. took over. This book was issued to Joe Sish, Mar. 29, 1909. This Co. was the sixth merger of the Pueblo Transportation companies.

These are 1x2" size, W/perforated edge. These were classed by the Co. as coupons from passbooks, issued to individuals, for the police, fire depts. and employees of the Co. Also have a few passes issued by Southern Colo. Power Co. "employee," "Good For One Ride." These are all in New condition and will be listed in Next Aviation Catalog, sold to the highest bidder. If interested please write for catalog. (Paid)

R.V. BRANDENBURG - P.O. BOX 3132 - PUEBLO, COLORADO 81005

BUY, SELL, TRADE any U.S. TT's. Ref my Aug ad will now pay 4 times catalogue. Sell 40 diff. \$4.00. Help need train (Lionel) motorman badge, buttons, watch fobs. Will answer ALL letters. Write, My NY 630 AC counterstamped 156 what is yours? Wanted Colo 460 A, Ill 460 A & most other 460 TT's.

Ray Ingalls Jr. - 739 Buchanan - Indianapolis, Ind. 46203

BRITISH TOKENS FOR SALE in sets from Aberdare (Wales 30), Aberdeen (Scotland 30), Belfast (Northern Ireland 160), Darlington (England 230), plus many others. Please state your wants and send a list. All at 50 for \$5, 100 for \$10. Postpaid ship mail takes 3 weeks. Send cash or international money order.

Donald Capper - 14 Acresfield Ave., Audenshaw - Manchester, ENGLAND

PARKING TOKENS: Mich 3999 A B C; trade for best offer in transp. tokens. Also have unlisted parking token from Ocean View Park fishing pier (Norfolk, Va.) brass 39mm. WANTED: Virginia trade tokens.

David E. Schenkman - P.O. Box 11164 - Norfolk, Va. 23517

WANTED: VECTURIST PERSONAL TOKENS: 3 A B C D; 42 A B, 49 A, 50 A, 68 A B, 103 A, 116 B C, 157 A, 215 A, 266 A, 287 A, 312 A B, 314 A B C D, 335 A B, 386 A B C D, 401 A, 402 B, 438 A B, 440 A, 441 B D E F G H I, 462 A B C D E F, 472 A, 487 A, 497 A, 514 A, 470 A, 477 A, 638 A, 690 A, 713 A, 743 A, 763 A B, 764 A, 785 A, 795 A, 828 A B C, 940 A.

Frank Milne - 1145 Sandpiper Lane - Naperville, Ill. 60540

FOR TRADE new Ky 640 F and Ohio 165 A; Ala 3500 A. Also Ala 470 B, 740 A; Fla 540 C, 880 E F; Ky 85 F, 150 F, 510 AK AL BD BG BI; Ohio 3165 A C E F G I J, 3830 A; Ky 3070 A, 3150 B C, 3510 A. Send your trade list to

Lou Crawford - Box E - Long Beach, Miss. 39560

WILL TRADE 100 common tokens all different for Mo 880 A or Mo 910 P or Q. Have Unid. #118 for sale at 75¢ each, or will trade one for Mo 910 T or U. Write. I need Missouri tokens. = Darwin L. Townsend - Clearmont, Missouri 64431

WANTED: HICKEY BROTHERS trade checks. For Sale "Pollack's Catalogue of Hickey Brothers Trade Checks" \$5.00 pp. (Dealers write for discount.) Will trade telephone tokens. = Foster B. Pollack - 645 West End Avenue (3B) - New York, N.Y. 10025

PARKING TOKENS WANTED: Ala 3560 A; Calif 3450 A I; Colo 3140 A B; Ind 3610 B C, 3690 A; Ia 3300 Ab Ac, 3850 A; Kans 3830 A; Ky 3150 A, 3490 Bb, 3510 C; La 3080 Ab, 3810 A(C); Mass 3435 B, 3970 A(A); Mich 3315 A(C), 3930 Bc, 3999 Cb; Mont 3640 A B; NJ 3390 A(A,B), 3530 Aa. A few good traders on hand, or will purchase.

Mrs. Mary Allen - 200 East Burney - Madill, Ok. 73446

MAIL BID SALE: Colo 860 C; Conn 290 I, 560 B; Ky 510 BF; NY 629 K; NH 640 E F. These are scarce items. = Mort Drown - 182 Whiting Lane - West Hartford, Conn. 06119

FOR TRADE: for other U.S. TT's - Calif 320 D, 395 G H. Will also trade NEVA supplement #2 to Atwood Catalogue for 6 U.S. TT's.

Lazear Israel - 933 S. Genesee Ave. - Los Angeles, Calif. 90036

TRADE ONE SCARCE WATERTOWN-BROWNVILLE NY 945 D for 4 circulated Indian Head Cents very good or better, plus postage. No culls please. Multiple trades accepted.

J. Marshall English - 3590 24th Avenue North - St. Petersburg, Fla. 33713

WILL SEND YOU ARK 975 A & B for your 5 NY 630 AN with SAE. For trade only: Alas 300 D E G, 450 D E H I. = George H. Wyatt - Skylark Lane - Lunenburg, Mass. 01462

200 DIFF. TT's (40 states and 107 cities) \$25.00. 100 diff. \$12.50.
 Al Kremer - 2601 Simpson Street - Evanston, Ill. 60201
 CHOUTEAU BRIDGE TOKENS - Okla 190 B and C - used 1906 to 1909 - For Sale For Best
 Cash Offer. Or will trade Okla 190 C for 190 A, or for 320 A or for 330 A.....Also
 one Jan. 1933 Official Guide of The Railways & Steam Navigation Lines of the U.S. -
 Porto Rico - Canada - Mexico & Cuba - time tables of railroads in Central America
 and air line schedules. 1,568 well used slightly dog-eared pages, but good detail.
 Cover needs repair. = John Litchenberg - P.O. Box 285 - Claremore, Okla. 74017
 WILL PAY \$90 EACH for Bout de l'Isle Tokens from Montreal (Quebec 620 A C D F G H J
 K are the ones I need). Paying top dollar or trading for other rare Canada and for-
 eign tokens. Send with your price....Five different foreign subway tokens \$2. Cop-
 enhagen Tramways mermaid token 50¢, 5/\$2. Iowa 640 Jb \$9; Pa 320 A \$4; Calif 575 A
 \$4.50. Postage please. Personal tokens made to order (metal & plastic).
 J.M. Kotler - P.O. Box 248 - Glencoe, Ill. 60022
 NICKEL-SILVER MEALET HONORING RALPH FREIBERG, Chairman of the Atwood Catalogue Com-
 mittee and New Issues Editor of "The Fare Box." Two hundred of these attractive
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= ALL AUCTIONS LISTED IN THIS ISSUE CLOSE JANUARY 25 =

Advertisements in THE FARE BOX are free to A.V.A. members--up to 6 lines in every issue if desired. Put your ad copy (please print or type!) on separate sheet of paper with name & address and send to the Editor. Ad must be different each insertion, and must be submitted each time (don't send more than one at a time). Auctions may not include tokens catalogued at less than 25¢, or tokens that are still in use, but such tokens may be offered for trade or for sale at specified prices. In submitting your ad, you understand that there is a 15-day return privilege with no questions asked.

= TAVA TO GATHER =

The Texas Area Vecturist Assn. will hold its regular meeting Saturday, January 20, 1968, at the Stagecoach Inn - 3651 N. Buckner Blvd., Dallas, Texas. The meeting starts at 11 a.m. This is ½ block north of the intersection of Interstate 20 - 30 and Loop 12. The noon meal may be ordered individually from the menu at the regular price plus 15% for the waitress. For any assistance in directions, contact Pat Murdock at DA 1-2251. Everyone come; bring a visitor.

= DECEMBER NEW ISSUES SERVICE REPORT =

By John G. Nicolosi

We shall be sending you two tokens this month, just in time to beat the postage hike: these are Pa 125 B and England 90 AB. The Pa 125 B took some ingenuity to get, but we got all that are left. Thanks to a lead from Mr. Schwartz on this one. Our gratitude to Mr. Capper of England, and Mr. Ken Smith for the British item.

Nothing much else in view for the New Year, but we hope to do better in 1968 than we did in 1967.

This month we welcome another member from the Waiting List to the Associate ranks: Welcome to Mr. R. Kubach of Los Angeles.

= IT WILL HELP A LOT IF YOU PAY YOUR DUES EARLY THIS YEAR =

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KENYON V. PAINTER

